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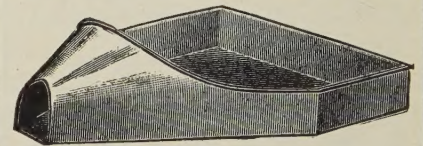
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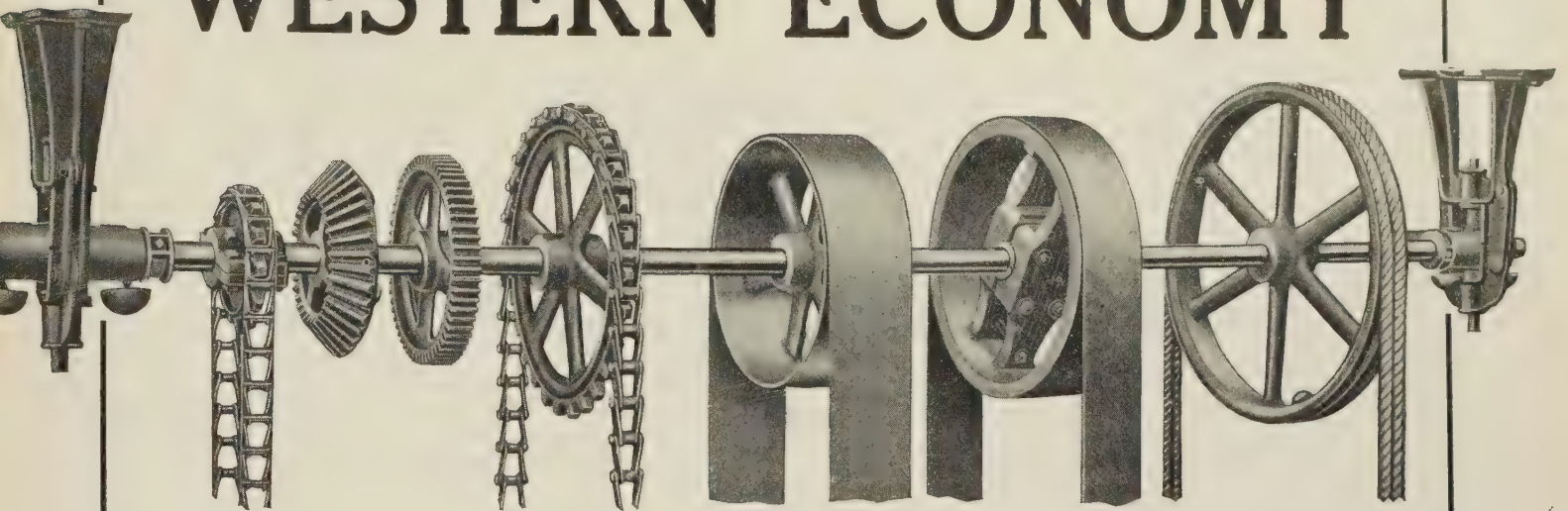
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Grain Dealers' Scale Tickets—Book No. 51

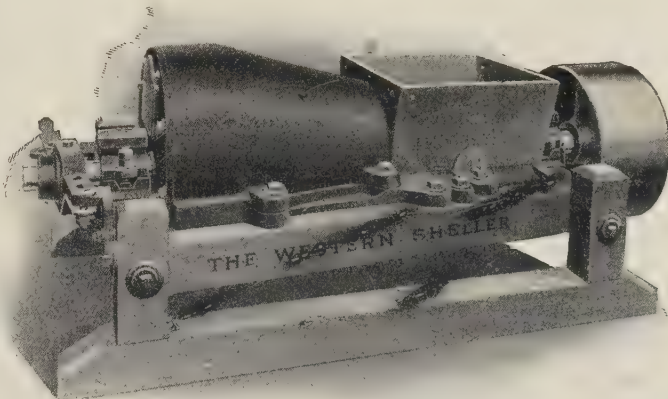
This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Tare, Gross, Tare and Net pounds, Net.....bushelspounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

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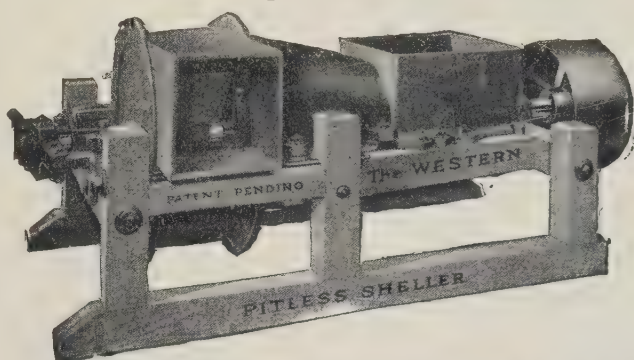
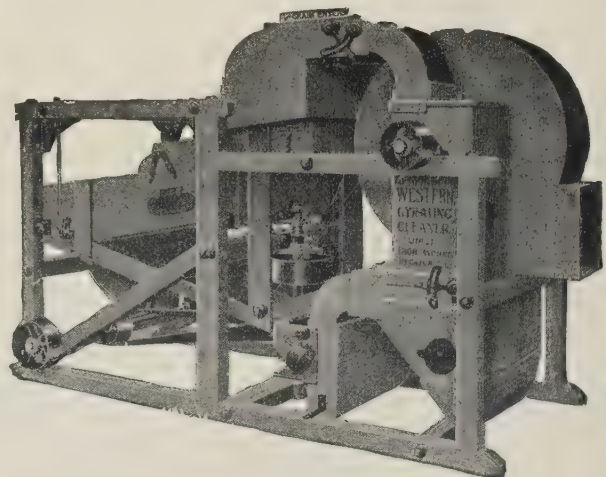


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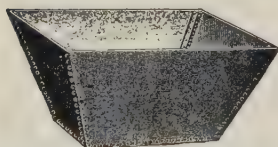
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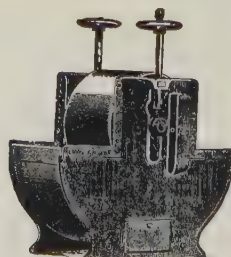
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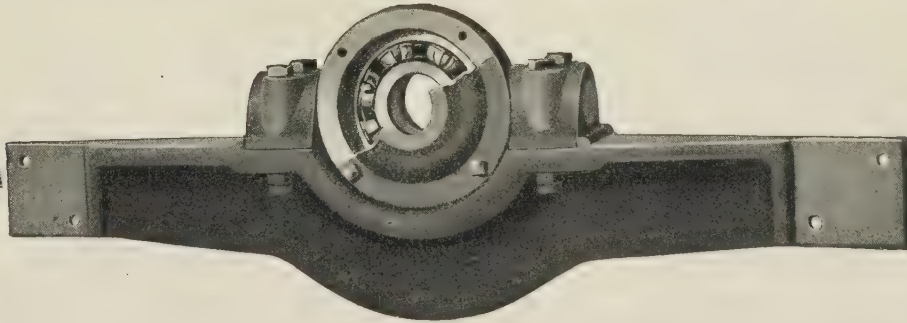


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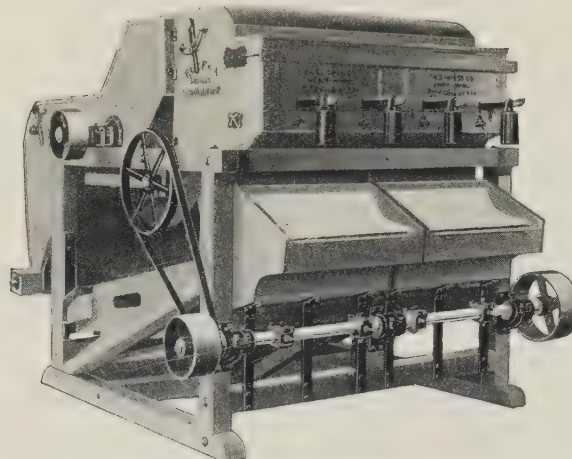
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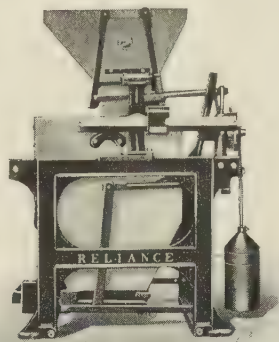
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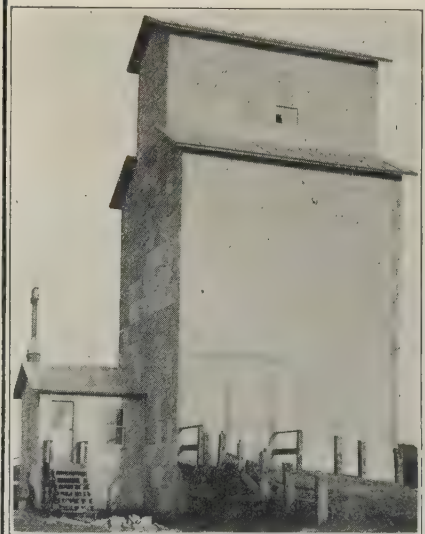
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REAL builders of REAL elevators **YOUNG LOVE CONSTRUCTION CO.**

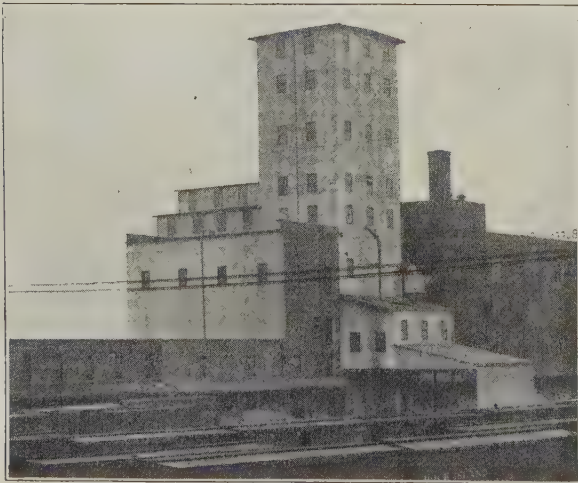
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Investigate our reputation, inspect our
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LaSalle Street, Chicago, Ill.

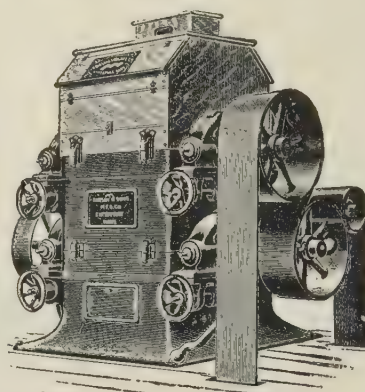
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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

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The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

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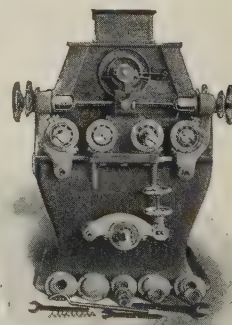
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HIGHEST QUALITY
Grain and Coal Elevators, Blending Plants for Bakeries, Turbine Water Wheels are Specialties we manufacture and are prepared to give extremely prompt and satisfactory service. Inquiries invited.

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is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Tare, Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination, Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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J. O. F. JOHNSON

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Greenfield, Ia.

Dear Sirs:—I fed *International Sugared Hog Feed* to six head of shotes, adding a little bran and shorts with it in the slop. They made a fine gain and I am well pleased with this feed. I am feeding it this winter to my fattening hogs and they are doing fine.

FERDINAND GREENBECK.

THESE SHOTES GAINED 2½ POUNDS PER DAY

International Sugar Feed Co.,

New London, Ia.

Dear Sirs:—I fed *International Sugared Hog Feed* to 40 head of shotes and never had better success in growth and weight. These shotes weighed only about 30 lbs., when I commenced feeding and in *three months* they averaged **227 lbs. apiece**. I am well satisfied with your feed and have been using it just as your directions call for.

JOHN A. BOYD.

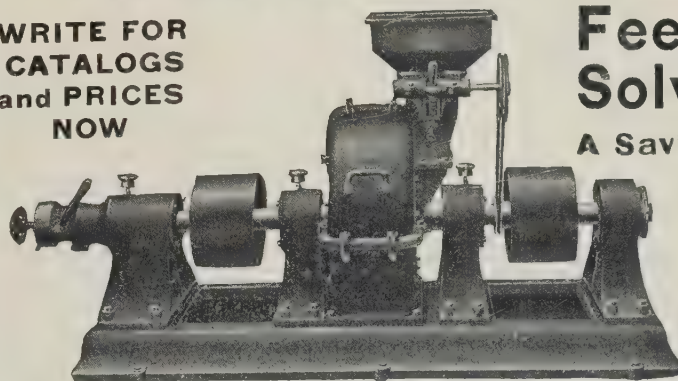
INTERNATIONAL SUGARED HOG FEED is unequalled for brood sows, shotes and fattening hogs. It is composed of oil meal, grains, digester tankage, molasses and a small amount of charcoal. Fed according to directions, it will always return several times its cost in extra gain and will also save grain by shortening the feeding period. Costs less per ton than oil meal and is preferred by feeders. You can obtain a properly balanced ration for producing quick and profitable growth by using one-half pound International Sugared Hog Feed daily for each shote, mixed with other grain feed.

We give exclusive agency to dealers. We want a live dealer in every town. Write us for prices on carlots or less than carlots and we will send you prices, samples and Illustrated Booklet. International Sugared Hog Feed will sell on sight and is a repeater wherever sold.

INTERNATIONAL SUGAR FEED COMPANY
MINNEAPOLIS, MINN.

“Monarch” Ball Bearing

WRITE FOR
CATALOGS
and PRICES
NOW



“Monarch” Ball Bearing Belt Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always
Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

Don't Forget!
ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these “Monarch” mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed o never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

WESTERN OFFICE

53 W. Jackson Blvd., Chicago

ESTABLISHED IN 1866

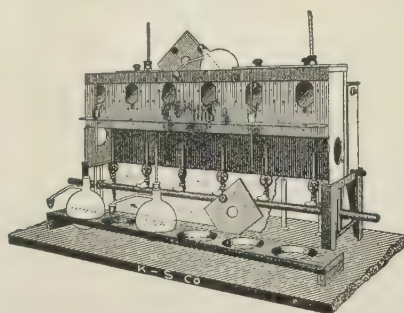
Give Us a Chance to Figure On All Your Needs

THE MILL BUILDERS, P. O. BOX 260

Pacific Coast Branch

613 McKay Bldg., Portland, Ore.

When the First Car Arrives Grade the Grain

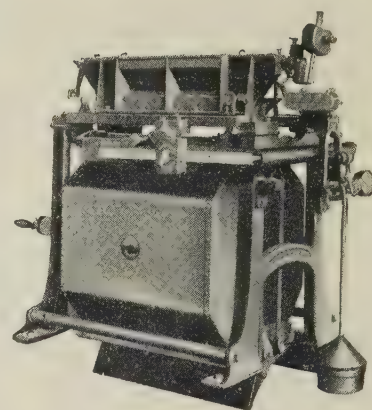


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Are simple to operate, give accurate results, never get out of order.

Our *NEW BOOK* tells how the tests are made. Send to us for a *FREE copy*.

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Chicago Agent: SEED TRADE REPORTING BUREAU, Postal Telegraph Building, Chicago, Ill.



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The most efficient automatic weighing machine on the market. Send for new catalog No. 550QH explaining why.

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It is the returns from advertising that permits the maximum of service to our readers. Please specify the *Grain Dealers Journal* when writing an advertiser.

Written Contracts Book

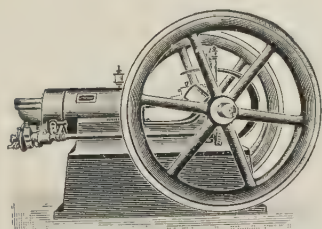
This book is planned for recording agreements for the delivery of grain bought. By its use each party there-to obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of..... at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents
GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

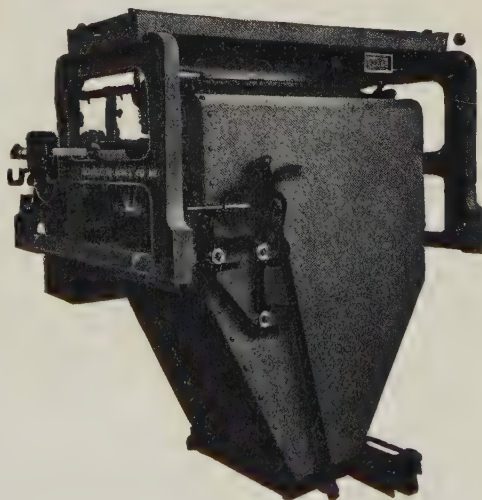
Witte Gasoline Engines - Hall's Safes and Vault Fronts
ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET
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Why Worry—

this hot weather—with that old fashioned hopper scale in your elevator. Throw it out and be comfortable. Put in a



RICHARDSON
Automatic Scale
and weigh your grain automatically. You can then sit in your office—out of the heat and

dust and let the scale do the work—it will do it mightly accurately. Ask your friends. They know.

RICHARDSON SCALE COMPANY

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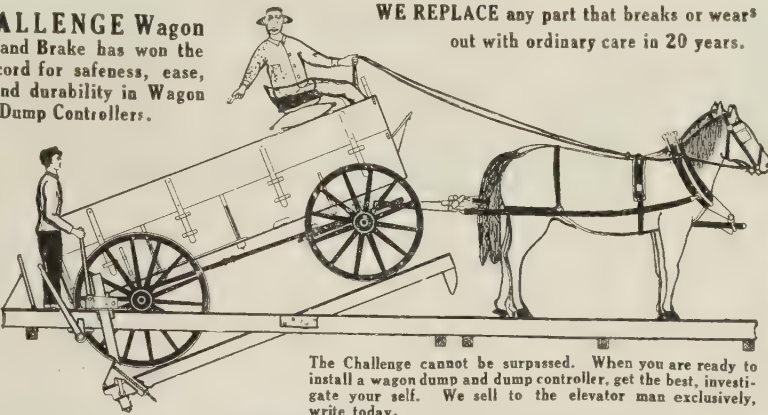
Park Row Bldg. 413 Third St. So.,
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THE CHALLENGE Wagon Dump Stop and Brake has won the world's record for safeness, ease, quickness and durability in Wagon Dumps and Dump Controllers.

THE CHALLENGE requires no special apartment or partition in sink room, as no chains, gearing or oil tank are required.



WE REPLACE any part that breaks or wears out with ordinary care in 20 years.

The Challenge cannot be surpassed. When you are ready to install a wagon dump and dump controller, get the best, investigate your self. We sell to the elevator man exclusively, write today.

Challenge Mfg. Co., Not Inc. Seneca, Ill.

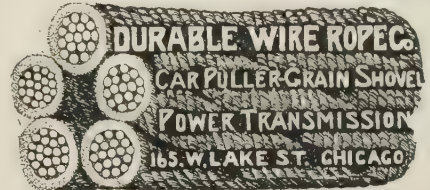
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

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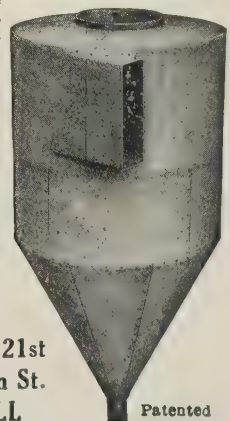
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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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More Efficient—With 75% Less Friction—That's All.

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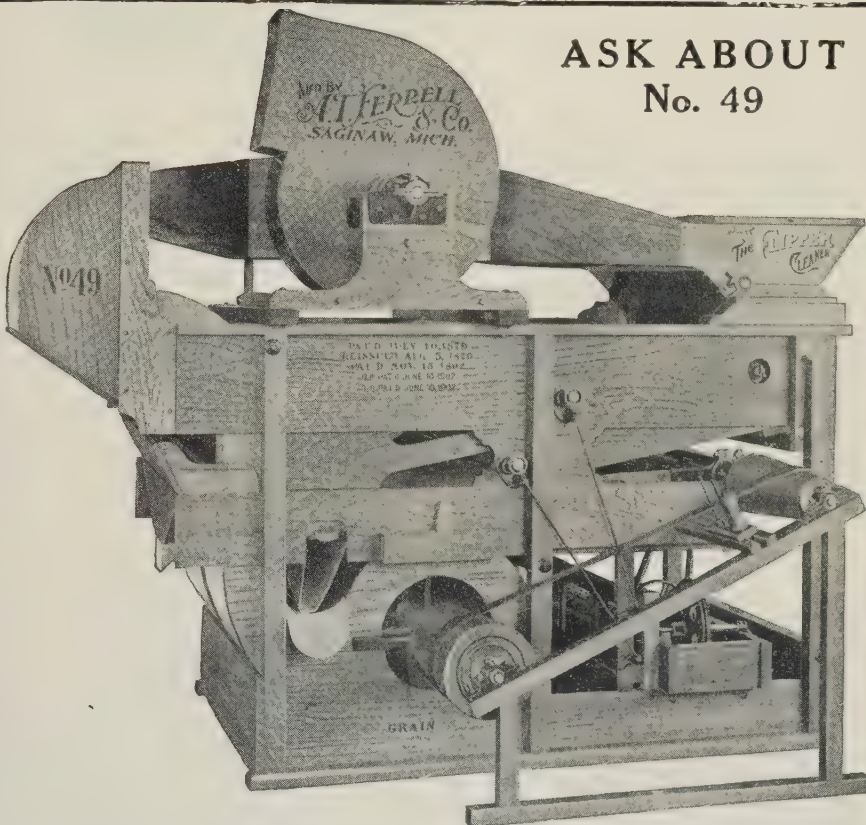
THE NO-BACK-PRESSURE "1905"

Cyclone Dust Collector

The Knickerbocker Co. JACKSON, MICH.

Write for our Catalog—Save Money.

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Thousands of local elevators are using the "Clipper"

Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

Quick, easy and simple in installation and operation. With or without traveling brushes. All modern improvements.

The "Clipper" requires but one-fourth the power of any other suction cleaner made of equal capacity, and has a wider range of variety of work. We have the successful combination cleaner. We guarantee satisfaction. Let us send our catalog and sample screen plate.

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Saginaw, W. S., Michigan

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

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Invincible Cleaners

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CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



FULFILLS ALL CLAIMS

with all kinds and conditions of grain

MAROA MFG. CO., Maroa, Ill.

Gentlemen:—Enclosed find draft in full for the Boss Car Loader. I have thoroughly tried it in all kinds and conditions of grain and it does all you claim for it. Yours truly,

Bishop, Ill., 4-16-12.

John H. Bishop.

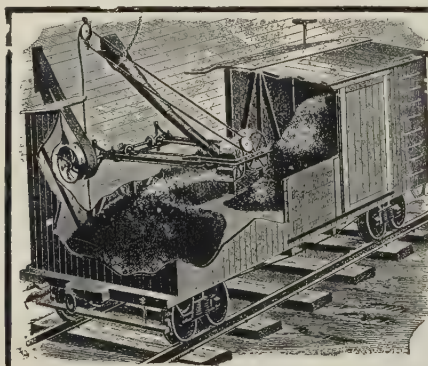
The Boss Car Loader

is compact, durable, practical and satisfactory in operation and installation cost. Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3.

MAROA, ILL.



LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door.

Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.

Write us for full particulars.

E. BAUDER, - Sterling, Ill.

This space is yours

If you are the first to apply for it

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages. Price, \$1.00.

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

Whether your elevator be old or new, you need a

Pneumatic CAR LOADER and Grain Cleaner

Fills any car to full capacity, without any labor in car.

Cleans and cools the grain.

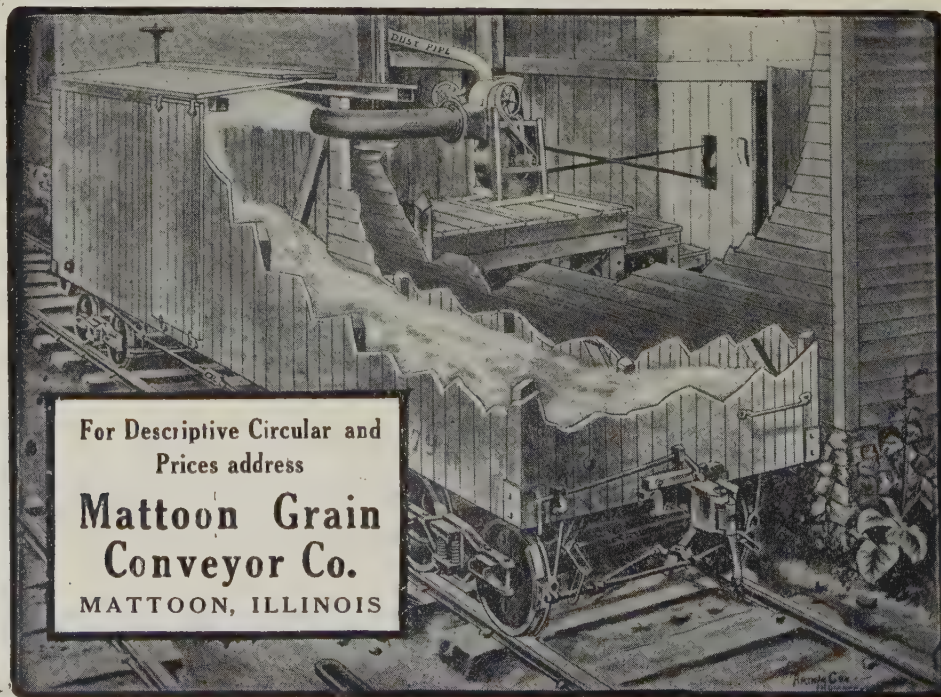
Prevents dust and dirt from collecting in center of car, and causing off grades and heating.

Strong and durable, automatic in action, no attention after starting.

Is a big improvement to the old elevator, and makes the new one best.

Write for full information.

Phone 1612



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WEBSTER'S
NEW
INTERNATIONAL
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THE MERRIAM WEBSTER
 The Only New unabridged dictionary in many years.
 Contains the *pith and essence* of an authoritative library. Covers every field of knowledge. An Encyclopedia in a single book.

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Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
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 DUMBWAITERS
 INVALID HOISTS
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Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio
 Mention this paper.

Double Safety Man-Lift

All steel
 Same Price
 Weighs Less
 More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
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DIRECT REDUCTION TABLES
 for
Wheat, Buckwheat, Barley and Timothy

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL
 315 S. La Salle Street CHICAGO, ILL.

**NO POWER
 NO EXPENSE**
 to operate this
MAN-LIFT

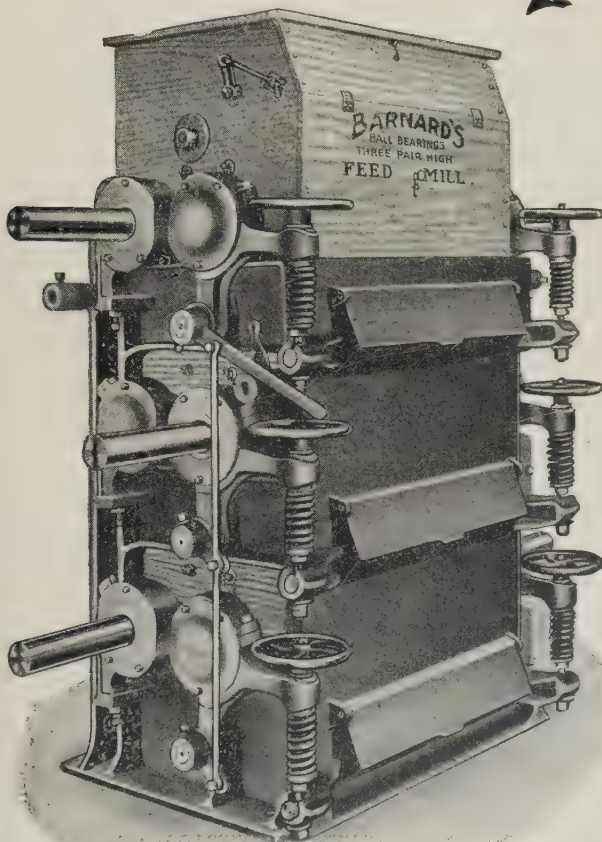
Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

Safety catch prevents car from falling in case of accident to rope.

Send us your specifications for elevator supplies and equipment. Our prices are right.

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The bearings in Barnard's Ball Bearing Feed Mills are practically frictionless and as it is friction that causes wear they should last indefinitely. They also require about one-half the power required by ordinary bearings.



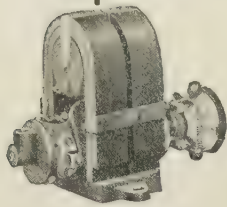
This means a saving in power, repairs, oil, belts, insurance and trouble.



These mills cannot be equalled for fine grinding and efficient work.

Send for latest catalogue.

BARNARD & LEAS MFG. CO.
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MILL FURNISHERS
 ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



A "WIZARD" Magneto Solves the Ignition Problem Forever

Save the continuous expenses of continuous battery renewals

MAGNETOS DO NOT BURN OUT
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The advantages of gas and gasoline power until you have tried Magnetos.

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THE COMET

Simplest, most compact and powerful magneto made. Leads all others in simplicity which is the keynote of our design. Special prices:

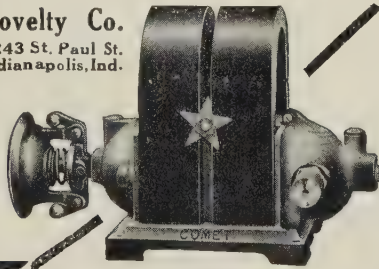
For Make & Break Spark \$10.--For 1 or 2 Cyl. Jump \$11.

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Henricks

Novelty Co.

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Indianapolis, Ind.



CERTIFICATE OF WEIGHT

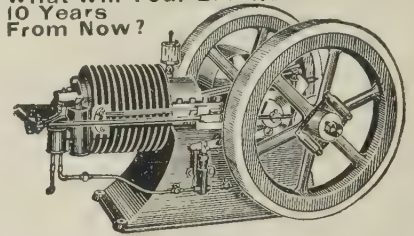
FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.

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Sizes 1½ to 12 H. P.

The test of quality is proven after years of service. If you buy the "Gade" you will have a good engine 10 years from now. Write for catalog explaining the efficiency and economy of the "Gade" Air Cooler. GADE BROS. Mfg. Co. 110 Main St. Iowa Falls, Iowa

G. & M. Compression Igniter

A Revelation In Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and breaker.

We can save you
MONEY, TIME
AND TROUBLE

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"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.

736 W. Monroe Street, Dept. G. Chicago, Ill.

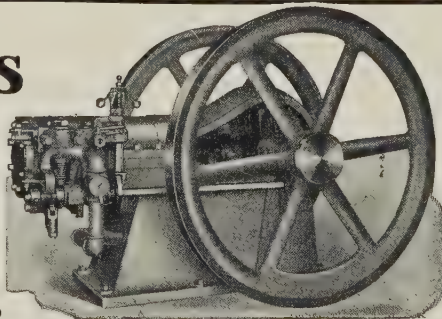
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GAS AND GASOLINE ENGINES

are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from \$ to 75 H. P.

THE NEW ERA GAS ENGINE CO.
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formerly of Dayton O



COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

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This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½ x 11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

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the advertiser considers before an advertisement is placed:

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The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

EDISON BSCO PRIMARY BATTERY

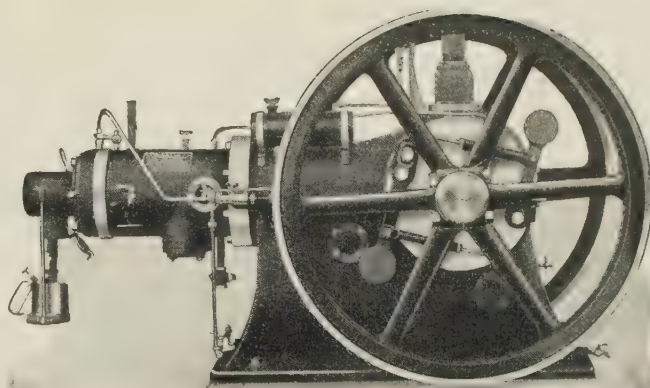
The Edison BSCO Primary cell is highly economical for open circuit work because of the high voltage available for short, intermittent contacts, and the absence of wasteful local action. But it is also especially suited for continuous closed circuit work, the voltage at normal discharge rates being practically constant throughout the life of the cell.

If you are using Primary Batteries, for any purpose, or intend using them, send for complete information regarding the Edison BSCO.

Write us today.

Thomas A. Edison, Inc.,

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The Cheapest POWER Known The "MUNCIE" Oil Engine

The Engine you should buy—

Operates on cheapest fuel known, Fuel Oil. Also operates on Crude Oil, Solar Oil, Gas Oil, Kerosene, Distillate and Naptha without any change in engine whatever.

No batteries to replace—no magnetos or dynamos to repair. Fewest working parts of any engine. Built for hardest kind of service, ample surplus of power.

Utmost power and efficiency can be obtained by any man under working conditions as easily as by expert under ideal tests.

It is an injection engine and not a gasoline engine with a heating attachment. Guaranteed by one of the oldest and most reliable gas engine firms. Here's the best investment for any man. Let us send catalog.

Muncie Gas Engine & Supply Company

54 Ohio, Cor. Railroads

MUNCIE, IND.

You Are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that power from steam or electric current costs more than with an

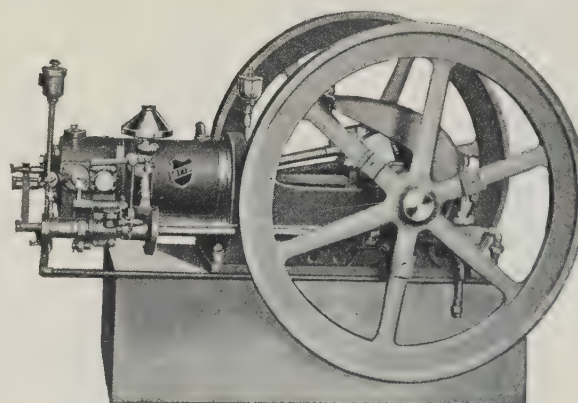


GASOLINE or DISTILLATE ENGINE

The fuel economy and low up-keep of the OTTO results in lower power costs than is possible from other makes of internal combustion engines.

**THE OTTO IS HIGHER GRADE
THAN EVER, YET LOWER IN
PRICE THAN FORMERLY.**

Built in all sizes from 1 to 300 H. P.—for city and natural gas, gasoline, alcohol, distillate. ¶ We also build producer gas plants complete.—Send for Bulletin No. 3.—Address nearest office.



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3217 WALNUT ST., PHILADELPHIA, PA.

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Be Sure The Contract Specifies
Gerber Improved Distributing Spouts
 and if you are doing the work, be sure to install the
Gerber System

Gerber Spouting assures dependable satisfaction—prevents mixing of grain and is more durable and stronger than any other spouting manufactured.

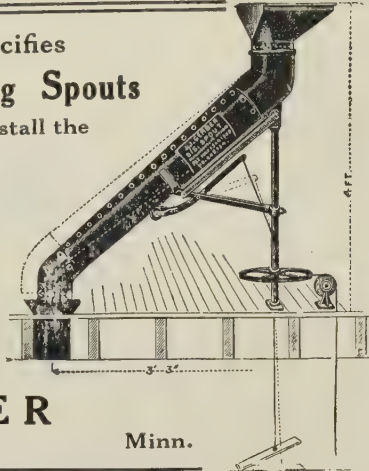
It is the most practical and convenient, being operated from working floor, and pressure of foot directing the spout into any desired bin.

Catalog sent on request.

J. J. GERBER

Minneapolis

Minn.



The Automatic Dump Controller



This machine can be attached to old or new drop dump, with but small expense.

Absolutely automatic, out of the sink, and requires no attention. Has control of the dump from the time the trigger is pulled until it settles entirely down.

Its using oil for a cushion makes it self lubricating.

There are hundreds in use over the entire grain section.

Our list of testimonials, and numerous duplicate orders is conclusive evidence of their value.

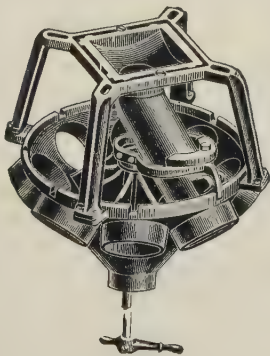
Satisfaction guaranteed.

For descriptive circular and list of users, write

L. J. McMILLIN

Board of Trade Bldg.

Indianapolis, Ind.



No One Thing

has done so much to perfect the modern grain elevator along economic lines as the
Hall Signaling Distributor

HALL SPECIAL

(ELEVATOR LEG)

is guaranteed to operate continuously without chokes; with a maximum of buckets on the belt, and everyone of the greatest capacity, ascending chock full, with all grain discharged into the Distributor, and all distributed into the proper bin without waste or mixing; and it operates automatically.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.

Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording **SALES and SHIPMENTS**; the right-hand pages for **RETURNS**. **SALES** column headings are Date, Amount Sold, Price, Grain, Terms. **SHIPMENTS** headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. **RETURNS** headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10½x16½ inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

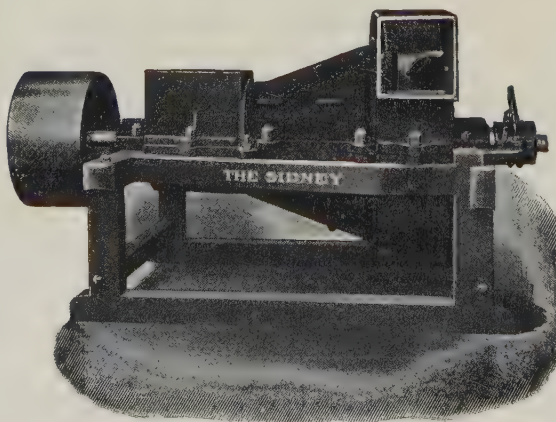
Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

315 S. LaSalle St. CHICAGO, ILL.

THE SIDNEY FAN DISCHARGE CORN SHELLER



PAT. DEC. 1, 1908.

We have many points of advantage over other shellers discharging in same manner. In case of breakage each casting is separate and less expensive to repair. All parts are made heavy, making it more durable. Compare our weights with other shellers. Using the very best iron, shelling surface chilled, insuring durability. Fan discharge separate from cylinder on shaft. Either style knockers, right or left hand, discharging over or underneath, to suit location; no expensive hopping; can be set on a level with boot, avoiding a pit or tank. Drive pulley on either end; unless otherwise specified we place same on hopper end. Guaranteed to give satisfaction and do the work required. Provided with adjustable attachments, so that the cylinder can be adjusted to the condition of the corn while the sheller is in motion. We would be glad to mail you a list of users of Sidney Shellers and let us prove to you through the experience of others, the value of using a Sidney Sheller.

Write for Catalogue No. 25.

THE PHILIP SMITH MFG. CO.

SIDNEY, OHIO

A Complete Stock at Enterprise, Kans.



THE OLD WAY

One Man with an ATLAS can easily move a loaded one.

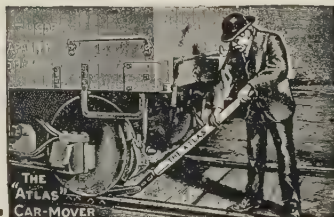
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

will pay for itself daily and last for years.

Twelve men with a crowbar can hardly move an empty car.

THE NEW WAY



No More Choked Grain Belts

No More Overflowing Grain Bins

No More Mixed Grain in Your Elevator

All these troubles can be avoided positively by installing in your Elevator

"The Fitzgerald Automatic Electric Overflow Alarm"

It is absolutely automatic. Electric bells give alarm to the agent or operator immediately the bin is full. The device needs no attention, is always ready and willing to work when required. Easily installed, at a very small cost, and in any elevator that is built. One good elevator carpenter can install it in one day. No elevator can afford to be without it for many times the small amount it costs. Write us for particulars and pamphlets.

GRAIN ELEVATOR SPECIALTIES, Ltd.

344 Grain Exchange

Winnipeg, Manitoba

Over 500 elevators in Western Canada will be installed as fast as possible to do the work.

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, **CRUSHERS**, **SHELLERS** and **MILLS** **CONVEYORS** and **ELEVATORS**, **CHAIN BELT** and **SPROCKET WHEELS**, **OAT MEAL** and **PEARLED BARLEY MACHINERY**, **HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE SPOUTS. BOOT PANS, STACKS AND TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CONVEYING AND ELEVATING MACHINERY

**A FULL STOCK CARRIED.
GET OUR PRICES.**

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

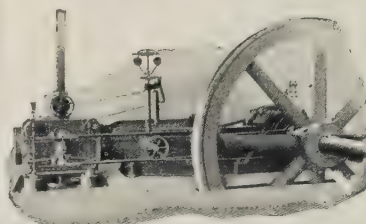
THE VILTER MFG. CO.

Established 1867.

762-790 Clinton Street, Milwaukee, Wis.

802 Monadnock Bldg., Chicago, Ill.

CORLISS ENGINES



CORLISS ENGINE WITH ROLLING-MILL TYPE BED.

for belted or direct-connected service.

Simple, compound and compound condensing.

You ought to hear the Contractors who have called and studied our

U. S. GRAIN CLEANER!

This is what they said:—

"Well, say, that looks good to me."

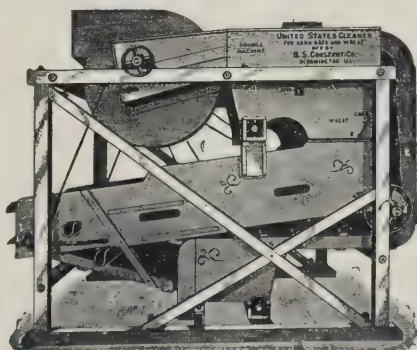
"You've got the right principles."

"A mighty well made machine."

"It will do the Work allright."

and we added:—"Yes, and it will clean the small grain just as satisfactory as it separates the corn and cob." Come on with your orders; you are not running any risk and will be awfully glad you bot our cleaner.

B. S. CONSTANT CO., - Bloomington, Ill.



New York Coal Company

8 E. Broad St.

Columbus, Ohio

PRODUCERS OF

Specially Prepared Coal

"It all comes out
in the WASH"

We
wash
out
the
refuse

You
get
ALL
COAL



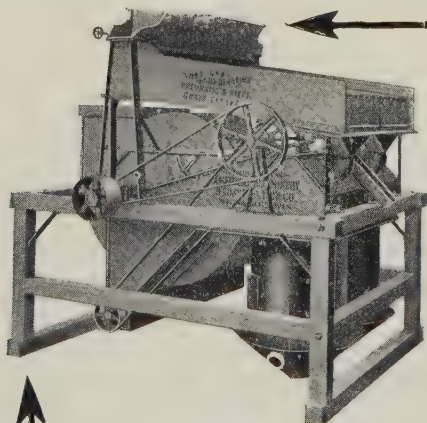
The
very
top-notch
of
Perfection
in
Preparation

Manhattan Washed Egg and Stove Coal

The Ideal Coal for Cook Stoves and for Summer Use
"In a class by itself."

Economical for both Dealer and Consumer

BOX CAR Shipments a speciality
Hand forked "KNICKERBOCKER LUMP"



"Cleaner
Grain
Bigger
Gain"

The cause and
effect produced
by the use of

The AMERICAN GRAIN CLEANER

In comparison with others, we know and can prove it **Better** because it will make a greater improvement in the appearance of your grain—

Better because it will make a larger increase in the test weight of your grain without any perceptible shrinkage loss—

Better because it will raise the market value of your grain—

Better because it requires less power, space and attention—

Better because it is simple in design, easy to operate, reliable in its work—

Better for many other reasons which limited space forbids us to mention here, but which we will be pleased to mail you on request.

Better let us send it, now.

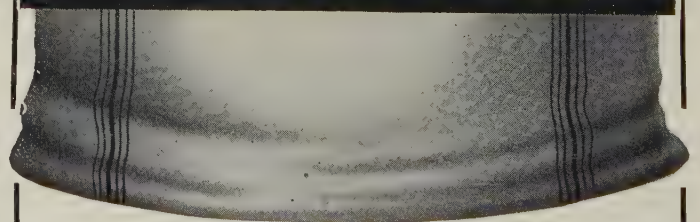
American Machinery & Construction Co.
MILWAUKEE, WISCONSIN

GRAIN BAGS



Made in our own Mill at St. Louis and
Guaranteed to be Better and Stronger
than any other bag selling at the
same price.

Full 16 oz. in weight.



BEMIS BRO. BAG CO.

MINNEAPOLIS
ST. LOUIS
MEMPHIS

INDIANAPOLIS
KANSAS CITY
NEW ORLEANS

CHICAGO
OMAHA
WINNIPEG

SAN FRANCISCO

SEATTLE

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

1 12" ATTRITION MILL for sale, new. Address Mill, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One new never used 100 to 125 H. P. rope transmission, complete with tension carriage and rope. Make us an offer. Mississippi Box Co., Cairo, Ill.

FOR SALE—One Monitor No. 2 Receiving Separator, capacity 100 to 175 bus. Has cleaned about 10,000 bus. Bowman Bros., Logan, Kans.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x 18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

ELEVATOR BELTS WITH BUCKETS ATTACHED AT EXTREMELY LOW PRICES

in Either Cotton, Rubber or Canvas—Stitched Belt with "Salem," Steel Grain or Steel Corn Buckets attached.

We list herewith a few sizes with Net prices on 100 feet. Longer or shorter lengths supplied at a proportionate price.

STANDARD RUBBER BELT

Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$28.70
100	8	4	7 x 4½	32.90
100	9	4	8 x 5	37.80
100	10	4	9 x 5	41.40
100	11	4	10 x 5½	46.50
100	12	4	11 x 6	51.00
100	13	4	12 x 6	56.20
100	14	5	12 x 7	79.00

EXTRA STANDARD RUBBER BELT

Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$31.45
100	8	4	7 x 4½	37.90
100	9	4	8 x 5	43.90
100	10	4	9 x 5	48.15
100	11	4	10 x 5½	54.45
100	12	4	11 x 6	60.45
100	13	4	12 x 6	65.30
100	14	5	12 x 7	91.75

COTTON BELT

Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$19.26
100	8	4	7 x 4½	21.82
100	9	4	8 x 5	24.76
100	10	4	9 x 5	28.40
100	11	5	10 x 5½	36.96
100	12	5	11 x 6	40.50
100	13	5	12 x 6	46.10
100	14	5	12 x 7	57.96

For Prompt Shipment.

Other sizes furnished on short notice. Send us your specifications and receive the lowest market prices.

We also have on hand a large amount of Second Hand Elevator Belting in first-class condition.

800 ft.—22" 5 ply Rubber with 20 x 6 Buckets attached at 50c per foot.

5,000 ft.—5" 4 ply Cotton belt with tin cups attached at 10c per foot.

7,000 ft.—6" 4 ply Cotton belt with tin cups attached 12c per foot.

The Largest Stock in the World of complete overhauled Feed Mills, Separators, Oat Clippers, Corn & Cob Crushers, Shell-ers, Shafting, etc.

Write for "Gumps Bargain" Book, giving a complete list with Net Prices. Mailed Free on Request.

Est. 1872. **B. F. GUMP CO.** Inc. 1901.
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—1 No. 1F Marseilles Warehouse Corn Sheller. New, never been used. Horner Bros., Caruthersville, Mo.

1 26 H. P. Callahan Gasoline Engine.
1 No. 20 Sprout, Waldron Attrition Mill,
1 4-hole Marseilles Corn Sheller, 1 crusher,
1 10 H. P. Motor, direct current, cheap if
taken at once. All the above in fine con-
dition, used less than year. Write at
once to Ed Conlin, DeKalb, Ill.

ELEVATOR EQUIPMENT.

Due to selling elevator offer exceptional elevator equipment bargains for immediate sale f. o. b. Southern Minnesota town:

1 10-H. P. Charter Gas Engine, complete.
1 Double Invincible, Middle Screen.
1 No. 4 Monitor Separator.
1 Fairbanks Dump Scales, 1 Howe 3-ton
scale, together with Shafting, Belting, Pul-
leys, etc. All above in A1 condition.
Address, Elevator Equipment, Box 1,
Grain Dealers Journal, Chicago, Ill.

FIRST CHECK FOR \$200 IS BUYER.

One 20 H. P. Steam Engine,
One 20 H. P. Steam Boiler,
One No. 2½ Western Sheller,
One No. 2½ Western Cleaner.

Above machinery in first-class order and suitable for small country elevator. Was taken from our elevator and replaced with larger machines. These are second hand, but we guarantee them in good shape and ready for immediate installation. First check for \$200.00 gets this bargain f. o. b. central Illinois, Wabash Station. Address, Wabash, Box 10, Grain Dealers Journal, Chicago, Ill.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Fooks; 1-19" Fooks; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—2 million ft. 2x4 to 2x10 W. P. Cribbing, 3x10-16 to 18 ft. 4x14 Beech and Oak, 100M ft. 8x8 to 12x12 W. P. Timber, 6-200 ft. 22" bucket belts, 2 tons plain belt, 7 F.-M. Steel Hopper Scales, Pulleys, Shafting, Clutches, etc., now being removed from Kellogg Elevator A, by Kellogg Elevator Wrecking Co., Mich. St. & Buffalo River, Buffalo, N. Y.

MISCELLANEOUS.

FOR SALE—Miniature telephone booth 9x10x18 in. Cost \$25.00 new. Will take \$12.50. You can talk over long-distance and no one in the room can hear what is being said. Just the thing for grain dealers. Address, The Kemper Grain Co., Board of Trade, Kansas City, Mo.

GASOLINE ENGINES

TWO GAS ENGINES for sale. Each 25 H. P., second-hand and in good condition. \$200.00 each. Delphos Bending Co., Delphos, Ohio.

1-15 H. P. GASOLINE ENGINE for sale. Guaranteed first-class, running order, \$180. Address Engine, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—1-30 H. P. Gasoline Engine, almost new and in perfect order. Just purchased elevator, and am installing electric motors. Address, Joseph Poos, Eaton, O.

FOR SALE—One 25 H. P. Columbus Brown horizontal gasoline engine as good as new for service. In perfect condition—\$280.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE—1 6 H. P. Fairbanks Gasoline engine, in good condition, has been run less than year and a half. As I have installed an electric motor in place of it, I have no use for it. No reasonable offer will be refused. Address, J. N. Westlund, Center City, Minn.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

FOR SALE—Slightly used Sonander Automatic Scale, good as new, at half price. Power Equipment Co., Minneapolis, Minn.

FOR SALE—Large Fairbanks track scale, good condition, complete with steel eye beam setting. Address The Ansted & Burk Co., Springfield, Ohio.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequalled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

SCALES FOR SALE—Rebuilt scales, guaranteed in good condition, at half prices. 100-ton, 42-ft. Standard; 80-ton, 42-ft. and 60-ton, 38-ft. Fairbanks; 10-ton, 14-ft., 6-ton, 14-ft., 5-ton, 14-ft. Fairbanks wagon; 200 and 150-bu. hopper Fairbanks; 3,500-lb. and 2,500-lb. dormant. Several portable scales. Also new scales; all sizes. Repairing and testing a specialty. Standard Scale Co., 1345 Wabash Ave., Chicago.

STEAM ENGINES—BOILERS.

JEWELL STEAM ENGINE for sale. 20 H. P. automatic, fine condition; \$90. Bear Grain Co., Hicksville, Ohio.

ELEVATORS FOR SALE.

MODERN TEXAS GRAIN ELEVATOR for sale or trade, fine railroad location in grain belt. Write E. E. King, Jr., McKinney, Tex.

SOUTHERN MINNESOTA—For sale, three good elevators and one fine cleaning house, crops fine. Enquire 422 Flour Exchange, Minneapolis, Minn.

FOR SALE—Southern Minn., 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

SOUTH DAKOTA ELEVATOR and residence for sale. Best grain section in State. Place must be sold at once, good reason for selling. A snap at \$5,500. Address, L. B., 732 Olympia, Sioux Falls, S. Dak.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

FLOURISHING OHIO GRAIN, feed and coal business for sale for \$3,500. Buildings in good condition, fine location. Address, Ohio, Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD MICHIGAN GRAIN, BEAN and coal business for sale, including elevator, coal and hay sheds. Good territory. Address, Money-maker, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHEAST SOUTH DAKOTA for sale—a 25,000 bu. cribbed elevator with flat house connections in one of the best grain stations on C. M. & St. P. Ry., at Garden City, S. Dak. Price \$3,000. Address, Joel McKee, Bradley, S. Dak.

ELEVATORS FOR SALE.

We have a few good, up-to-date cribbed elevators in the grain belt of South Dakota for sale on reasonable terms.

Felland Realty Company,
531 Palace Building,
Minneapolis, Minn.

SOUTH DAKOTA ELEVATOR for sale at Sinal, S. D., on S. Dak. Central Ry. Capacity 30,000 bus., coal sheds 150 tons. Almost new and in good working order. Will sell cheap if sold at once. Price \$5,500, half cash. No trade. Address, Henry Larson, Sinal, S. Dak.

THREE UP-TO-DATE NEBRASKA elevators for sale. One on Burlington R. R., and two on U. P. Ry. Good grain points. Best crop prospects ever. Large territory. Right price. Will sell one or all. Address, Nebraska, Box 12, Grain Dealers Journal, Chicago, Ill.

40,000-BU. INDIANA ELEVATOR—Cribbed. Only elevator in county seat, third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Address, T. L. Box 1, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MINNESOTA—Due to owner's health failing, am offering 50,000-bu. elevator and equipment for sale, together or separately. (Equipment listed in "Machines For Sale" column.) Good grain territory, barley and rye a specialty. In business since 1883. Fine crop prospects. Bargain to early bidder. Address Bidder, Box 1, Grain Dealers Journal, Chicago.

BIG CORN MILL AND ELEVATOR—For sale or trade; 25,000 bus. capacity of elevator, new steam power. Chop mills 1,000 sacks. Big Joliet sheller, cleaners, bolters, automatic scales, private track. Outfit has been used but little. Cost \$14,000. Will sell for \$5,000, cash or trade for salable land. Well worth the money. The outfit is new, but we have no use for it. Address, National Bank of Hastings, Hastings, Okla.

ELEVATORS FOR SALE.

ONLY ELEVATOR IN S. DAK. town for sale. A chance. Address Bargain, Box 12, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

LAST CHANCE TO BUY BEST 25,000-bu., Western Ohio elevator, in finest grain section. Cribbed steam power. Big sideline business. Address, Go., Box 1, Grain Dealers Journal, Chicago.

FOR SALE—20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

TWO SOUTHERN KANSAS Elevators, located on A. T. & S. F. R. R., in one of the best wheat Counties in the State; prospects never better; both money makers. Other business reason for selling. Address, P. O. Box 366, Wichita, Kans.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

CENTRAL SOUTH DAKOTA modern 14,000 bu. cribbed elevator for sale, with store room, feed mill and coal sheds in connection. Located on Milwaukee Ry. A bargain at \$3,750.00. Station has two other line houses. Address Lock Box 114, Fulton, S. Dak.

WISCONSIN ELEVATOR AND MILL for sale. 10,000 bu. elevator, 50 bbl. steam roller mill. On C. M. St. P. R. R. No competition. Up-to-date flour and feed mill. Everything in good running order. Address Roller, Box 10, Grain Dealers Journal, Chicago.

IOWA. Two grain elevators 40M. and 15M. capacity, each run by gasoline engines; scales in each elevator; coal house, corn crib, office and residence. House has 7 rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

A FINE MINNESOTA grain elevator with coal sheds, etc., for sale. Located at St. Peter, Minn., value about \$15,000.00. Can be had of the receiver cheap at this particular time; no trade. Crops good. Only two houses receiving. Inquire at once, 852 Chamber of Commerce, Minneapolis, Minn.

SOUTHEAST KANSAS—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

KANSAS—For sale, three elevators, 5,000 to 6,000 bus. capacity each, located in Northwestern Kansas on C. R. I. & P. Ry. All points draw grain from big territory, big wheat acreage. Address "State Elevators," Kansas City, Mo., 230 Board of Trade.

SOUTH DAKOTA, grain, coal, flour, feed and live stock business for sale, 18,000 bu. elevator. Ships out 100,000 bus. of grain and 30 cars of live stock and ships in about 1,000 tons of coal per year. \$2,800.00 cash, net, takes this whole bargain. First man first buyer. Address, Bros., Box 8, Grain Dealers Journal, Chicago.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

SOUTHWESTERN MINNESOTA elevator for sale, on the Rock Island. Good cribbed house, eleven bins, capacity 25,000 bus. Good Station, best of competition and a bumper crop just ready to harvest. Address, K., Box 1, Grain Dealers Journal, Chicago.

FOR SALE OR LEASE—15 Grain and Hay stations. Oldest line of elevators, warehouses, scales, 70,000 bu. storage. Best Red Wheat, Red Oats and hay territory. Best railway facilities and gateway. Reasonable terms. Address Box 219, Coffeyville, Kans.

NEW ILLINOIS ELEVATOR for sale. Capacity 20,000 bus. 58 miles from Chicago. Doing a thriving feed and grain business, handling over 250,000 bus. of grain last year. Practically no competition. Elevator equipped to handle six to eight cars daily. Easy terms, would lease to responsible party for term of years. Address, Lease, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED TO TRADE—Modern nine-room dwelling, new, for grain point in Western Ohio or Eastern Illinois. Address, Lock Box 5, Gordon, Ohio.

50 ACRES CENTRAL ILLINOIS land to trade for good elevator in Central Illinois. Address, Illinois, Box 1, Grain Dealers Journal, Chicago.

WANTED—To rent small elevator where I could handle 75 to 100 cars of grain yearly, at reasonable rent. Address, Box 73, Farmer City, Ill.

WANTED to purchase an elevator in N. Ill., or Iowa, 125,000 to 200,000 bus. output. Full details and price in first letter. Address, N. W. Paddock, Prophetstown, Ill.

WILL TRADE FOR ELEVATOR—320 acre farm, 180 acres in crop, good land, four miles to town, good locality, will give terms. Grant Co., S. Dak. Address, Grant, Box 12, Grain Dealers Journal, Chicago, Ill.

WANTED—Elevator in central Indiana, in good condition, must show the business. Give full information as to house and business in first letter. Address Heeco, Box 11, Grain Dealers Journal, Chicago.

WILL TRADE FOR GOOD GRAIN ELEVATORS. Good Illinois farm, located one and one-half miles northwest of Golden Gate, Wayne Co., Ill. The farm is on a good road, and is all good bottom land. 120 acres in cultivation, 40 acres in small timber. Farm is fairly well drained, has good deep dredged outlet ditches on the west and south lines. Fair dwelling house, but no other improvements. Price \$100 per acre. Address, Oscar Jones, Chrisman, Ill.

BUSINESS OPPORTUNITIES.

INTEREST in good country grain business wanted by young man of wide experience. Address, 712 Dwight Bldg., Kansas City, Mo.

WANTED—Am looking for a good business. Prefer elevator, mill, general merchandise or hardware store. Will pay cash. Give full description. Confidential. Box 5951, Cherry Valley, Ill.

TO EXPERIENCED GRAIN MAN half-interest in a Commission and Brokerage business together with a line of eight elevators for fifteen thousand dollars (\$15,000.00), and good position and salary. Address, Rain, J. W., Box 12 Grain Dealers Journal, Chicago, Ill.

FLOUR OR GRIST MILL. First-class opening for Flour or Grist Mill at busy railway terminal. Center of an extensive and prosperous agricultural area. No opposition. Every inducement and encouragement for right proposition. Inquire Commissioner Board of Trade, Humboldt, Saskatchewan, Canada.

SITUATIONS WANTED.

WANTED, A POSITION as manager of grain elevator. Julius Obberstein, Wilton, North Dakota.

SUPERINTENDENT WANTS POSITION. Competent. Address Eltr., Box 11, Grain Dealers Journal, Chicago.

WANTED POSITION as helper or second man in grain elevator. Address 231, Box 11, Grain Dealers Journal, Chicago.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

WANTED—Position as manager of elevator in the West. Experienced, well educated and can give best of references. A. H. Young, Alma Center, Wis.

WANTED POSITION AS MANAGER of country elevator, three years experience, Box 12, Grain Dealers Journal, Chicago, Ill. ence, best of references. Address, Fair, Box 12, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

MAN WITH 20 YEARS experience in grain and flour trade of southwest desires to correspond with large mill or elevator wanting a competent man. Address Box 84, Duncan, Okla.

COMPETENT YOUNG GRAIN MAN desires change. Several years experience with Southwestern trade. Expert clerical and traffic man. Address Competent, Box 1, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or grain buyer for country elevator by an experienced young man. Now employed. Can furnish the best of references as to character and ability. Address Box 55, Green Mountain, Iowa.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married, and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER OF EIGHT YEARS experience in buying and selling grain, would like position with some good Farmers Elevator Co., or some good commission house. Address, 555D, Box 12, Grain Dealers Journal, Chicago, Ill.

12 YEARS EXPERIENCE in terminal markets as receiver and shipper. Thoroughly competent to handle executive position. Present engaged in brokerage business. Address, Big Man, Box 1, Grain Dealers Journal, Chicago.

WIDE AWAKE GRAIN MAN desires position as manager of country elevator or elevators, understands double entry book-keeping and conversant with office work. Ample experience and can guarantee results with a live concern. Address, Box 36 Box 1, Grain Dealers Journal, Chicago.

FIRST-CLASS GRAIN MAN with eight years experience, desires a position with some grain firm, Kansas or Oklahoma preferred; can handle any branch of the business, and am not afraid of a little work or a little dirt. Address "H," Box 9, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN—Married, good hustler, desires place with good firm either city or country, as office man or manager of country station; thoroughly familiar with grain business; raised in grain office; best of references. Can make change at once. Address, Hustler, Box 1, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED—Position as manager or buyer for country station. Experienced; best of references. Bond if required. Address, Sam., Box 1, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN 45 years old, with five years experience in grain buying wants position as manager of elevator, can give best of reference, and bond if desired. Can begin at once. Address, L. L. Coryell, Auburn, Nebr.

MILLS FOR SALE.

FOR SALE—Flour and Feed Mill in good country, in town of 3 railroads. Will sell cheap. Valley State Bank, Belle Plaine, Kans.

FOR SALE FLOUR AND FEED mill at New Milford, Ohio, steam power, 50 bbl. capacity, good wheat belt, railroad switch at mill. Hallock Bros., New Milford, Ohio.

FOR SALE OR TRADE—50 bbl. sifter mill, residence, warerooms, wagon sheds, hay barns, coal bins, and wagon scales. Everything in first-class running order, and operating continuously. No competition. Will sell at a bargain if sold at once or will consider a good improved farm or a good clean stock of merchandise. Price for all \$12,000. This is a live business, and a money-maker. Address Frank Sumner, Makanda, Ill.

FIVE STORY CEMENT BLOCK FEED Mill, storage capacity 40,000 bus., grain with warehouse for 10 cars baled hay and feed. Mill is new and fully equipped with modern machinery, and is the only mill within a radius of 12 miles. Railroad switch at mill and warehouse. Natural gas the cheapest power in the world. Net profits better than \$6,000 per year. Rare opportunity. S. J. Clark, 380 Ellicott Sq., Buffalo, N. Y.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. **NO OTHER WAY.** 12 years' experience worth \$1,000 to buyers **GRATIS.** List with me, buy of me and have good luck.

INFORMATION.

ADDRESS WANTED of L. C. Davis, formerly of Kennard, Nebr. Address E. E. S., Box 1, Grain Dealers Journal, Chicago.

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

HELP WANTED.

WANTED — Young men, familiar with buying grain, for positions as elevator agents at new points in Saskatchewan and Alberta. State age, experience and qualifications. Address National Elevator Co., Winnipeg, Manitoba, Canada.

WANTED—A Manager for the Sanborn Farmers Elevator Co. Duties to begin August 1st next. Send references and state salary. Address, A. A. J. Lang, Sec'y., Sanborn Farmers Elevator Co., Sanborn, No. Dak.

WANTED, THOROUGH experienced grain man to take charge of established track business; one with capital preferred; salary and commission. Central Ohio. References exchanged. When answering give present position, age and experience. Address, Track Buyer, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—By Farmers Elevator Company owning two elevators a competent manager to manage the business and keep the books. Good salary and steady work to the right man. None but those able to furnish first-class references need apply. Address Ed. Hansen, Lanark, Mont.

WANTED MAN to run small country elevator in Eau Claire County, Wis. Prefer some one familiar with the handling of clover seed. This station will pay \$60.00 per month salary to the right person. Address, County, Box 1, Grain Dealers Journal, Chicago, Ill.

TWELVE FIRST-CLASS GRAIN ELEVATOR carpenters wanted. None others will be considered. We want one to represent us in each of the following States:—Minnesota, North and South Dakota, Illinois, Iowa, Wisconsin, Missouri, Oklahoma, Kansas, Nebraska, Ohio and Texas for the introduction of the "Fitzgerald Electric Automatic Overflow Alarm." No capital whatever required. Chance of a lifetime for carpenters who are real live wires. For further particulars address, Grain Elevator Specialties, Ltd., 344 Grain Exchange, Winnipeg, Manitoba, Can.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

GRAIN BAGS FOR RENT.

From 100 to 50,000 Cotton Grain Bags. Can make quick shipments. For terms, write Foell & Co., 123 Market St., St. Louis, Mo.

BIDS WANTED.

WANTED—For examination, subject to approval, plans and estimates with bids for the construction of a thoroughly modern elevator complete of at least 30,000 bus. capacity, besides shipping bins with a minimum of twelve bins, including shipping bin equipment. No corn.

(Signed) Blencoe Farmers Elevator Co., J. T. Atkinson, Pres.; E. Bouen, Sec'y. Blencoe, Iowa.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

PROPOSALS.

PROPOSALS FOR FORAGE AND BEDDING.

Chief Quartermaster's Office, Federal Building, Chicago, Illinois, July 6, 1912. Sealed proposals will be received here until 11 A. M., August 6, 1912, for furnishing a nine months' supply of forage and bedding, commencing October 1, next, at posts in the Central Division. Information furnished upon application. Col. Jno. L. Clem, C. Q. M.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA HAY FOR SALE.
We ship alfalfa hay direct from our own stations. When you want alfalfa or prairie hay, write us.
L. H. Powell & Co., El Dorado, Kans.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

GRAIN FOR SALE.

CORN—WHEAT—OATS—BARLEY.
We are large shippers of Corn, Wheat, Oats and Barley of the finest quality. Let us have your bids F. O. B. our track. The Jewell Grain Co., Jewell, Ohio.

"WANT ADS" PAY WELL

When inserted in the "WANTED-FOR SALE" COLUMNS of the

GRAIN DEALERS JOURNAL

HOW WE KNOW:

SOLD HIS ELEVATOR

Sirs—Discontinue ad., we have sold elevator and could have sold another like it if we had had one. O. D. BRUNGARD, Ridgeway, Ohio.

FOUND AN ELEVATOR

Sirs—Discontinue ad., it has found an elevator. E. NELSON, Maddock, N. D.

TRADED LAND FOR ELEVATOR

Sirs—Stop ad., traded my land for elevator last week, thanks to ad. in Journal. FRANK A. COUSINS, Bismarck, N. D.

NOW IS THE TIME TO MAKE YOUR WANT KNOWN

If you have machinery for sale—The Journal has many thousand buyers.

If you wish to sell your Elevator—Tell the largest number of grain dealers so.

If you want a First Class Elevator—Let over 6,000 owners of the best know about it.

If you are in Need of Help—Put your message where the largest number of those proficient in the grain business look for openings.

If you desire a Change or Position—Every Journal reader is your prospective employer.

Ads cost 20c per line each insertion. No extra charge made for forwarding replies through our office.

GIVE IT A TRIAL—THANKS!

315 S. La Salle Street

- - -

CHICAGO, ILL.

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

SEEDS FOR SALE.

IF YOU WANT field seeds not advertised herein write the Seed Dept. of Grain Dealers Journal, and we will try to place you in communication with wud-be sellers.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

The Toledo Field Seed Co. Clover and Timothy Seed

Consignments solicited. Send us your samples.
Toledo, Ohio.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg. CHICAGO, ILL.

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

FUTURES

Clover—Alsike—Timothy

SOUTHWORTH & COMPANY

Produce Ex., TOLEDO, O.

ALFALFA SEED

Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

THE C. A. SMURTHWAITE CO.

SALT LAKE CITY .: UTAH

Est. 1887

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.

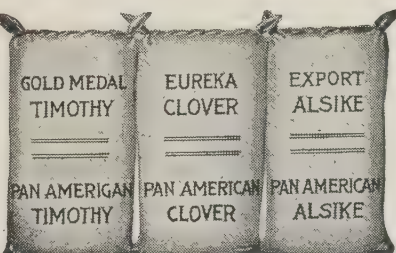
W. H. Small & Co.

EVANSVILLE, INDIANA

Eclipse Poultry Feed

Absolutely sure Egg Producer.
Hens lay summer and winter.
It shows results; increases trade

Write for Prices



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS



Minneapolis Seed Company
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Separate the Wheat from the Oats

Under the very best of conditions, oats and barley will get into the wheat, making a mixture that is objectionable. Using all possible care, this is a condition that has to be dealt with and a separation should be made.

It is unwise to ship such mixed grains to market as the presence of either lessens the value of both.

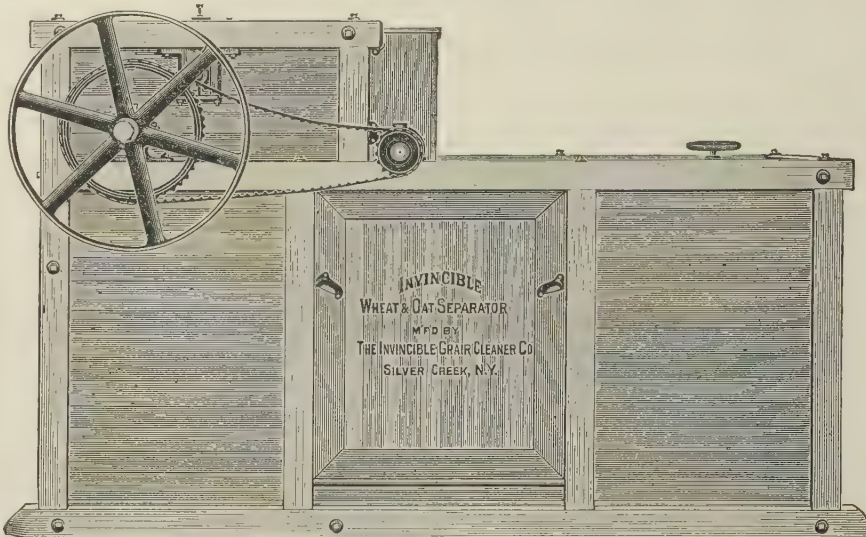
Hence, every every elevator should have an

Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



Write for prices and further particulars to

INVINCIBLE GRAIN CLEANER CO.

SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas, City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

STRONG-SCOTT MFG. CO., Minneapolis Minn.

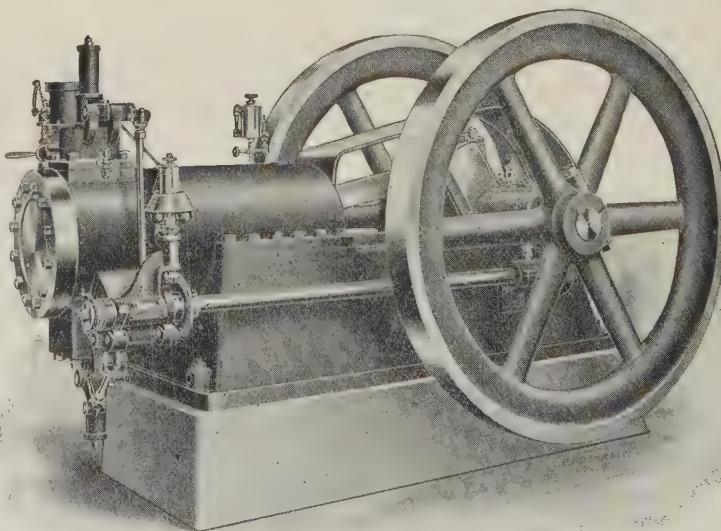
SUPERIOR GASOLINE ENGINES

INCREASE POWER

Are EFFICIENT, RELIABLE and constructed for service. Your Elevator requires a steady power, which can be applied on a moment's notice.

The SUPERIOR Engines develop and maintain the amount of power at which they are rated.

We solicit your inquiries, and will be pleased to send you the name of some Elevator Firm who owns a SUPERIOR.



DECREASE EXPENSE

Our catalogue and prices for a two cent stamp

SUPERIOR GAS ENGINE CO., Springfield, Ohio

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 10, 1912.

WHEN YOU see cars leaking grain in transit, report the initial, number, kind of grain, place and date to us for publication, that the shipper of the grain may stand some chance of collecting for his loss.

RATS are credited by the Dept. of Agriculture with the destruction of \$100,000,000 worth of grain each year. It would seem that such a loss would justify someone getting real busy in an active campaign against Mr. Rat.

OLD WORN OUT box cars have been proved guilty of wasting so much grain along the railroad right of way, that everyone interested in the safe delivery of the full amount of grain loaded into cars is laying for the defective box car. The majority of the grain-carrying railroads are striving to prevent such cars being loaded, and shippers, with equal vigilance, are refusing to load them. It is far more profitable to place grain only in cars which are in fit condition to receive and transport it. Dirty, leaking cars which have not been coopered or lined cannot be expected to deliver all grain loaded into them at destination, and both shippers and carriers have become convinced that it is folly to forward grain laden cars without sealing the doors. Greater care is sure to result in fewer and lighter losses.

OVERDRAFTS do not promote confidence or cordial business relations. It is much better to allow a reasonable margin.

SENATOR McCUMBER'S grain inspection bill seems to be in about the same position his bill was years ago. However, the wily champion of grain inspection by and for the politicians, merits close watching by the members of the trade.

BUCKETSHOPS have had a rest for some months, but the government officials are again after them, and a wholesale cleaning out of these betting joints is promised for the near future. It seems the eastern and Atlantic Coast states have accumulated a number of these unsavory institutions.

A WEIGHT SHRINKER, for applying to the fulcrum pivot of large scales, has been found in use in some places in the Northwest, and we are very glad to give an illustrated description of it elsewhere in this number. Up to the present writing no grain dealers have been found using the device, and we feel certain that none would place his reputation for business probity in jeopardy by the use of any such device.

SHIPPERS would often avoid the payment of irritating demurrage, if they would exercise care in the preparation of their Bs/L and instruct bank to send them direct to headquarters of consignee. It would also be well to send complete information regarding each shipment direct to consignee, in order that he may notify shipper promptly in case bank fails to present B/L within a reasonable time. A few words of information and instruction to the consignee will often facilitate the handling of the grain, and to the great advantage of all concerned.

GRAIN SCREENINGS, when sold as such, are fully entitled to recognition as a legitimate article of commerce. Virginia has a law which prohibits the sale of feeds containing any one of certain low-grade by-products obtained in cleaning or milling grain, and because the state dairy and food commissioner has refused the American Milling Co. registration in that state, it has brot suit for perpetual injunction against the enforcement of the feedstuffs law of the state, on the ground that it violates rights granted by the Constitution of the U. S. It is maintained that grain screenings are not deleterious to the health of animals, and that plaintiff has attempted no misrepresentation or fraud in the sale of its products, which contained screenings. Many of the state food commissioners are so entangled by technicalities and chemistry, they are not able to enforce the feedstuffs law with any practical results. The plaintiff in this case will surely have the sympathy and support of the entire trade.

MASSACHUSETTS has instituted a real innovation, in the form of a feedstuffs law, which levies no taxes upon manufacturers or dealers for inspection and no fees for analysis, in other words the state itself has appropriated funds to carry out the provisions of the act. Registration of feedstuffs intended for sale in the state will be required, but no charge will be levied for registering. In other words the great state of Massachusetts, which has adopted a law just about as the Association of Feed Control Officials and the American Feed Manufacturers Ass'n. wanted it, proposes to avoid taxing or fining those who comply with the law and show a disposition to conduct their business on the square.

THE COST of handling grain thru a country elevator is a question many dealers have for years been dodging, but all must soon give more serious consideration to it, as the small annual balances on the credit side of their ledgers prove conclusively that the majority of country dealers are attempting to handle grain on too close a margin. Mr. Fields, at the recent Sioux City meeting, gave as minimum figures for operating a \$4,000 elevator one year \$2,110. We have yet to find one accountant who would justify handling grain on so low a margin as is done at 90% of the country elevators, and in addition to this, the trade is burdened with so many expensive abuses, the wonder is more country dealers are not driven into bankruptcy than we report in our news columns. If anyone can give one sensible word in defense of the small margins in vogue, we would be pleased to have it for publication.

BLEACHED OATS and barley is the subject of a new decision recently issued by the Board of Food & Drugs Inspection, most of which is published elsewhere in this number. Few operators of grain purifiers have bleached damaged grain. The process has been used primarily to remove weather and soil stains, much of which cannot be prevented by the farmer. Experienced operators of bleaching machines insist that the germinating properties of grain are in nowise injured by the sulphuring process, unless the grain is raised to a high temperature, which is not necessary, altho occasionally done. Those who cool their grain after the bleaching process generally remove most of the moisture taken on by the grain during the bleaching process, and all can do the same way. The results of the government's investigations at Fort Pickens and the experience of large users of sulphured oats does not justify the Board's charges. The Board of Food & Drug Inspection seems to be decidedly hasty in the matter, because it will be some time before the Referee Board has finished its experiments and filed its report.

CRUMBLING concrete foundation walls and basement floors prove conclusively that all concrete workers do not understand what is necessary to obtain a durable mixture. As one writer puts it elsewhere in this number, too many contracts are let solely on the basis of price.

RUST is reported to be doing some damage to the oats in the winter wheat section, and the recent rains, followed by hot, sultry weather, may produce the rust the crop killers are complaining of. However, the prospects have been so good that reports of damage cannot be accepted for another week.

CAREFULLY dried seed corn has been found to give so much better yield per acre, that experts everywhere are now recommending that seed corn be picked before frost and quickly dried artificially. Some enthusiasts are claiming that such treatment will insure an increase in the yield of 10 to 15 bus. per acre, which is surely enough to more than justify careful experiments along this line by every corn grower.

FLAXSEED RECEIPTS at Minneapolis and Duluth have been quite heavy recently, as compared with last year, and the receipts for the season in these two markets aggregate 10,000,000 bus., which is nearly double the amount received up to the second week of July last year. However, prices continue to stick above two dollars, so flaxseed shippers will need to exercise careful discrimination in buying and classifying flaxseed, as they have done during recent years.

GRAIN DEALERS reading Mr. Fitzgerald's article on Mutual Insurance in this number, cannot help but wonder why so many elevators in North Dakota burn. Is the material used in the construction of grain storehouses in that state more inflammable than that used elsewhere, or are the men in charge of the elevators less mindful of the ordinary fire hazards? Fewer fires occur in the elevators of other states, and the number in North Dakota can be greatly reduced, if the grain men will but give more to their own responsibility in the matter. Such waste is inexcusable.

THE MOISTURE TEST of corn received much merited attention at recent conventions of grain dealers, and it is gratifying to know that little opposition was shown to the test at any gathering. Grain dealers have come to recognize the moisture tester as a necessity. If carefully handled, any of the moisture testers on the market will give buyers a true guide to the real value of the corn being tested. Mr. Russell's brief paper, published elsewhere in this number, points out clearly the causes for so much moisture in corn, and gives some practical suggestions for the use of the tester, which will prove of help to every buyer.

WEEVIL can be killed with bisulphide of carbon, but the use of this destructive chemical is very dangerous, as it is an explosive of high power when exposed to fire. It seems certain, however, that the time is not far distant when some remedy will be discovered which can be used without danger.

LIGHTNING struck a million bushel elevator at Kansas City recently and started a fire which resulted in the destruction of the plant. This hazard can be greatly reduced by the installation of modern lightning rods, in fact the fire insurance companies making a specialty of flour mills and grain elevators have so much confidence in the protection afforded by lightning rods that some are allowing a credit on the rate for such installation.

UNSOUND WHEAT was vigorously denounced at the recent convention of the Southern Kansas Millers' Club, and it is the intent of the organization to keep up the agitation until the farmers awake to the abuse and stop paying threshermen for their services on the basis of screenings and other foreign matter they stuff into the grain bags. The threshers can take out much of the rubbish, but are not disposed to do so, because the farmer pays a premium for leaving it in the grain. When wheat buyers discount the farmers deliveries sharply, this abuse will be stopped. At present it is more profitable for the farmer to pay the thresher to leave in the screenings than it is to take them out.

MIXING poor wheat with good wheat is sure to be an expensive practice for country shippers, and whenever they mix in smutty wheat, there is sure to be trouble and considerable expense for somebody. Grain dealers who indulge in interstate shipments of mixtures of smutty or mow-burnt wheat not only court trouble with receivers, but also with the Board of Food & Drug Inspectors, who look with extreme displeasure upon mixtures of this character. It is much better for country dealers to refuse to buy smutty or mow-burnt wheat, but simply handle it for the farmer's account, at his risk of confiscation. So long as country buyers accept smutty or mow-burnt wheat or wheat which is badly mixed with other grains from farmers, they encourage them to continue slothful practices which are very expensive, because the value of much good wheat is materially reduced by careless handling on the part of the grower. The farmers fully appreciate that their grain is likely to lose value by being mixed, but so long as the shippers accept it all at the same price, they see no pressing need of exercising any more care than they have heretofore. The country buyers are themselves to blame for the marketing of much poor wheat. Discrimination against it will soon insure more careful classification and handling by the growers.

SHIPPERS WEIGHTS.

For years the weights of country grain shippers were mere guesses, in fact so many shippers weighing facilities were known to be unreliable, that all carriers printed on Bs/L above the space designed for the weight, the words "Said to contain about" or "Estimated Weight." Shippers everywhere during recent years have been recognizing the bad position in which they were placed, and by degrees most of them have installed shipping scales.

The old time practice of weighing wagonloads into a certain bin and then spouting it into a car has been found absolutely unreliable, hence few shippers are longer attempting to determine shipping weights by means of their receiving scales. The railroads have also come to recognize the need of more accurate weighing facilities in country elevator, and some of them are adopting regulations designed to encourage shippers to install modern facilities.

Mr. Foss, in his able paper at Sioux City last week, said that at least one railroad company would soon require grain shippers to file a statement of the weights of each load and how it was obtained, with the station agent at the time of loading and before B/L was signed. This railroad company expects also to have shipper state whether or not grain was spouted direct from scale to car, or by what route.

It is perfectly right that the railroad company should have a statement of this character. Only recently a Wisconsin shipper sued the railroad for 100 bus. of grain, and went so far as to bring suit and present most of the evidence, before it was discovered that the loss was due only to an error in footing the weights. Had the railroad company been in possession of the weights by drafts at the time B/L was issued, it could have quickly shown shipper where his loss occurred. By filing such statements in advance of the issuance of the B/L, shippers will show their entire confidence in their weighing facilities, and the carriers will be more willing to accept the weights as correct. Then too, if carrier weighs the shipment at the junction point, and finds any marked difference in the weight obtained on track scales from that reported by the shipper, it can attach a tracer to way bill and insure the weighing of the grain at destination with unusual care.

The innovation is sure to bring about more careful weighing of grain at country points, and the prompt payment of claims for loss in transit when filed.

GRAIN dealers of the winter wheat section affected with failure will no doubt be able to sell all of their receipts more advantageously to the local miller this year than by shipping it.

LENDING MONEY TO COUNTRY SHIPPERS.

Among the recommendations of the Resolution Committee of the Minneapolis meeting, is one to the effect that commission firms loaning money to farmer elevator companies, demand an audit of the books at least once each year. While this recommendation may be welcome to the money lenders, it would increase the cost of the money to the borrowers.

The farmer elevator companies, and all others for that matter, would be much better off, if they would take the frank advice of the Minneapolis commission man who recommended that shippers needing money go to their local banks, instead of their commission merchant, so that they would feel free to ship their grain where they could get the most for it, regardless of their liabilities in the money market. The local bank would not be likely to extend credit in excess of the actual needs of the borrowing grain dealer, while the commission merchant of the terminal market is so far away he has little opportunity to learn of the needs of the borrower, and his freedom in extending credit without collateral, security or guarantee encourages and promotes speculation of the wildest kind.

The commission merchants have it in their power to turn the money lending business over to the banks. Then they will be free to confine their time and energy to selling the grain consigned to them, and every reason points to such an innovation's being advantageous and profitable to both parties.

NEW METHODS IN THE CLAIM DEPT.

The Santa Fe R. R., which has been making a careful study of the needs of grain transportation for several years past, and adopted many reforms designed to reduce the shortage trouble, contemplates a new step forward. As was announced by Mr. Maegly at the Wichita meeting last week, the Santa Fe proposes to keep a careful record of what happens to each grain laden car, and to permit receivers to have access to those records, or it may even go so far as to supply voluntarily, a record of accidents and leaks to receivers.

The sooner grain carriers and their patrons adopt a frank, honest policy in their dealings with one another, the sooner will both co-operate earnestly to bring about such reforms as will result in a material reduction in the shortage trouble and friction over shortage claims. The spirit of the recent addresses by railroad men to grain dealers conventions and of some large shippers at the same

or other conventions, has reflected greater confidence in the fairness of the other fellow than has been known for years.

As was clearly shown by Mr. Bunker at the Oklahoma meeting, a claim agent is in reality not employed to turn down claims, but to O. K. claims which have been properly authenticated. The claim agent as a rule knows nothing of the shipment, nothing of the markets, the ruling prices, the weighing facilities or the condition of the cars. If all the points involved are clearly covered by vouchers, market reports and formal certificates, there is only one course open for him, and the claim agent of many of the grain carrying lines will promptly O. K. such claims. Of course there are quibblers still "defending" the treasury of some lines from honest and just claims, but at the same time dragging the reputation of the roads in the mud. The champions of the square deal are shaming the sharp dealers and claim agents into the adoption of fair methods.

LEAKING IN TRANSIT.

The discussion of leaking in transit reports at recent meetings of grain dealers is ample evidence that shippers everywhere are beginning to recognize the value of such reports, and more are watching passing trains for evidence of leaks and watching our "Leaking in Transit" column for information which may disclose the cause of a shortage.

The shortage trouble was one of the first to receive the attention of the organized shippers, and the disclosure of leaks at every turn proved the wisdom of their determination to stop this heavy loss. The continued investigation of causes of shortages in shipments during the last 15 years has continued to bring to light new losses, of which leaking in transit is the latest.

During the three and one-half years we have been publishing these leaks, shippers have sent us reports on 562 leaking cars. More would no doubt have been sent us, had the shippers profiting from these reports been more willing to acknowledge their indebtedness to the reporting dealer. Then, too, the railroads, smarting under the necessity of paying claims, because of the publication of this evidence, have watched their cars more vigilantly, and striven earnestly to confine the loading of grain to cars in fit condition to transport it. Some have even gone to the extent of supplying good car liners, and with profit both to themselves and the shippers.

One pleasant disclosure of the reports is the willingness of the average grain shipper to give of his time and material to stop a leak as car passes. This, too, without any knowledge of whether he be favoring friend or foe, and without any expectation of reward or thanks. We feel certain that had every shipper who

was benefited by this column, acknowledged his indebtedness thru the Journal, more shippers would have helped to reduce the losses due to leaking in transit. If every car which leaks grain in transit were reported, so that shipper could obtain this information, then every carrier would soon be co-opering its own cars and taking every step possible to prevent other leaks in transit. Such a condition would be most welcome, and nothing will bring it about so quick as the prompt reporting of every car leaking.

The co-operative managers, at their Minneapolis meeting, adopted a resolution requesting the grain exchanges to co-operate in an effort to induce railroads to keep their rolling stock in better condition and to do their own co-opering. The Indiana Ass'n, in commending our "Leaking in Transit" reports, took pains to call attention of members to the great losses resulting from carelessness in co-opering cars, and recommending the use of car liners, where grain is placed in poor cars. All such actions and the discussions leading thereto will help to advertise the leak and prompt more to strive to bring about its stopping.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Erie 7130 passed thru East Lynn, Ill., July 9, hauled in second section 64, leaking yellow corn very badly at side.—J. A. Mouch & Co.

Wabash 63512 passed thru Van Wert, O., July 2, leaking corn.—F. D. Brandt.

Wabash 65502 passed thru Colburn, Ind., June 29, eastbound, leaking yellow corn in a stream at side of car over truck; leak caused by loose siding. No time to make repairs, as train was moving; telephoned Wabash agt. at Delphi.—W. F. Noble.

L. E. & W. 10026 passed thru Arlington, Ind., June 20, eastbound leaking white corn badly.—Hutchinson & Son.

C. M. & St. P. 50928 set out at Hartley, Ia., June 18, leaking yellow corn. Car was eastbound.—C. H. Betts.

P. C. & St. L. 552768 passed thru Wolcott, Ind., June 13, on Effner branch of P. C. & St. L., leaking corn badly. Our man tried to nail it up but train pulled out before it could be fixed, brace rod was broken also.—Wilkinson & Co.

Western Maryland 25207 on side track at Bureau Junction, Ill., June 12, was leaking yellow corn at king bolt, drawbar and at one corner wall.—R. R. R.

COMING CONVENTIONS.

Among the numerous conventions of grain dealers booked for the summer months are the following:

July 16-17.—No. Dakota Farmers Grain Dealers Ass'n will hold its annual meeting in Valley City, N. D.

July 16-18.—The National Hay Ass'n will hold its annual meeting in Kansas City, Mo.

Oct. 1-3.—The Grain Dealers National Ass'n will meet at Norfolk, Va.

Things are moving so fast nowadays that people who say it can't be done are interrupted by some one doing it.—The Philistine.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

THE INTEREST CHARGE.

Grain Dealers Journal: I would like to contribute a word on the interest charge, which I consider next door to robbery. During the past year I have shipped considerable grain to Kansas City, and on every car sent to that market I have been charged from 7 to 17 days interest, when I know the car was there and sold in from 2 to 3 days. For weighing and inspection I was charged from \$1.40 to as much as \$2.43 per carload, and many times 25c extra for moisture test. I think it is high time such unreasonable charges should be stopped.—W. B. Essick, Mgr., Co-Op. Grain Ass'n., Manley, Neb.

COMMISSION MERCHANTS TO BLAME.

Grain Dealers Journal: The country grain shippers of this state have long been abused, and are now being much imposed upon by grain commission merchants, who are so liberal with their money that they encourage many to engage in business who are in nowise equipped to conduct a grain business. They furnish money to irresponsible parties to buy grain for shipment to them. After these shippers who are weak financially have rent asunder the trade of their section by reckless business methods, they are wound up by the sheriff and the commission merchant writes off a heavy loss; while the established shippers who survived the overbidding contests are solicited for business by the same commission merchant. Our section has been cursed by two irresponsible firms quite recently, and the legitimate dealers have had to suffer almost as much as did the commission merchant who financed the fly-by-nights.—R. C., Wimbledon, N. D.

DISCRIMINATION AGAINST SHIPPERS SHUD CEASE.

Grain Dealers Journal: It has now been definitely determined that whether or not the Interstate Commerce Commission may be right or wrong in dismissing the complaint of a shipper, the Commerce Court (and no other court) has a right to review the proceedings of the Commission. This, of course, makes the right of review unilateral and not mutual; carriers may reverse the Commission if it errs but a shipper is denied the right.

I thoroly believe that there should not only be a special transportation court, but also that it should be open to shippers as well as carriers. Believing as I do, I have asked several people to urge the President to veto the bill providing

for the abolition of the Commerce Court; and to give to the court jurisdiction over petitions filed by shippers to the same extent as it now has jurisdiction over petitions filed by the carriers. This provision was not insisted upon in the legislation of 1910 on the ground that the Commission was the friend of the shippers and would never wrongfully decide against them. This notion was even then fanciful and more so now. Under the present state of law the Commission is presumed to err when deciding against a carrier and presumed to be right when deciding against a shipper.—Jno. B. Daish, Washington, D. C.

THE VALUE OF DUPLICATING SCALE TICKETS.

Grain Dealers Journal: When one man makes a payment of money, or a delivery of goods, to another man, it is his right and duty to demand a written receipt as a record of the transaction. This receipt should be given, not because of any doubts or suspicions as to the integrity of either party, but as a legal record in case any dispute or misunderstanding should arise.

The average grain dealer has many experiences when he wishes that there was some written evidence to settle his disputes with farmers regarding the amount of grain that has been delivered. To be sure, most grain dealers give scale tickets to the farmers as receipts of delivery. But this is not an absolute record unless a carbon copy of these scale tickets is kept by the grain dealer to check up the tickets of the farmer. And the farmer should be made to surrender these tickets when his account is settled. The expense is so small compared with the large yearly losses that occur, that it behooves the grain man to follow this system for his own protection.

If anyone can suggest a better way of keeping a record of the grain received I wud be pleased to learn of it.—J. C. C.

BUYING BY GRADE.

Grain Dealers Journal: We recognize the right of country elevator operators to buy swill or manure if they so will. That is their affair; but we recommend that they buy on grade and at its relative market value. We hold that no man should attempt to make the profit on one load of sound grain carry the loss on a load of unsound grain. Buy every load at a reasonable profit and you can bank on one thing—at the end of the year, when the balance is struck, you will find a reasonable profit on the whole.

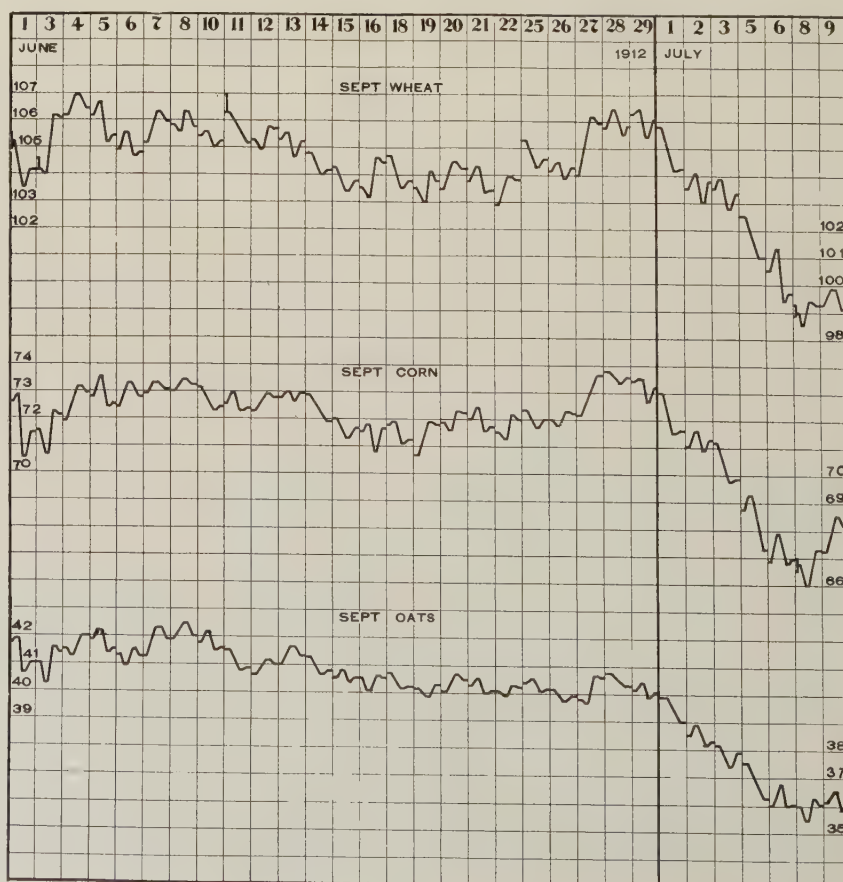
The elevator operator who holds to the theory that grain cannot be bot on grade is a "has been." His days are numbered. To pay the same price for good and bad places a penalty upon superiority and a premium upon inferiority. The farmer has that man "spotted."

It is just as practical to have uniform buying grades among elevator operators as it is to have uniform selling grades in the various markets. If elevator operators honestly desire to be uniform in buying they can do so.

Will they do it? Yes. Self protection will force them to it.—Yours very truly, T. P. Riddle, Lima, O.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of June and part of July are given on the chart herewith:



OPPORTUNITY.

This I beheld or dreamed it in a dream;
There spread a cloud of dust along a plain;
And underneath the cloud, or in it, raged
A furious battle, and men yelled and swords
Shocked upon swords and shields. A
prince's banner
Wavered, then staggered backward,
hemmed by foes.
A craven hung along the battle's edge,
And thought, "Had I a sword of keener
steel—
That blue blade that the king's son bears—
but this
Blunt thing!" he snapt and flung it from
his hand,
And lowering crept away and left the field.
Then came the king's son, wounded, sore
bestead,
And weaponless, and saw the broken sword
Hilt buried in the dry and trodden sand,
And ran and snatched it, and with battle
shout
Lifted afresh he hewed his enemy down,
And saved a great cause that heroic day.
—Edward Rowland Sill.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW DO SHIPPERS PROFIT FROM SELLING AT BUYING PRICE.

Grain Dealers Journal: For the last five years I have been employed by a grain company as buyer. I am anxious to engage in business on my own account, but I doubt my ability to obtain bids which would enable me to sell at a profit. Grain dealers of this neighborhood are now and have been paying for some time the prices bid by millers and others buying carlots in this section. The prices bid me so far are just what the other dealers are paying. How can they afford to do it? How can I buy grain for shipment at these prices and make a living?—F. F. R., Olympia, Kans.

DESTINATION DISCOUNT ENUF FOR SHIPPER.

Grain Dealers Journal: I notice query of Ill. Shipper: "When grain is sold through a track buyer and misgrades, is it not fair that the same discount shall be charged to the seller as was suffered by the buyer in the market to which the grain was shipped?"

My answer to this question is, *Yes*. It is fair and right that the shipper should receive the same discount as the seller was obliged to suffer.

In accepting the conditions outlined in this question the buyer takes the car of corn at a discount and that discount being charged to the shipper, the track buyer does not lose any of his profit nor does he increase any of his loss. I would further say that the track buyer makes a price on corn f. o. b. shipper's track destination weights and grades governs final settlement and the shipper must furnish the goods, or pay back the amount of money that has been advanced, shortages, misgrades, etc., but you cannot come on the shipper for excess freight charges.

It is the business of the track buyer to know the rate of freight from shipment track to destination of the car, and if the track buyer sends the car to a point which takes a higher rate of freight, he

should not charge it against the shipper for failure to know his part of the business. Yours truly, H. G. Pollock, Middle Point, O.

CHARGES SAME DISCOUNT.

Grain Dealers Journal: It has always been my custom to charge the exact discount that I have to allow where corn misgrades and is taken on contract at an agreed reduction in price. Very truly yours, C. E. Lloyd, Washington C. H., O.

DISCOUNT SHUD COVER BUYER'S LOSS.

Grain Dealers Journal: We think if the track buyer sells, the same grade of grain that he buys and the grain misgrades, the original seller should protect the track buyer.

The discount for failure to deliver quality of grain sold should be sufficient to cover buyer's loss in full. Yours respectfully, J. E. Wells & Co., Sidney, O.

TRACK BUYER WILL HAVE A PROFIT.

Grain Dealers Journal: We think the seller should stand the weights and grades, for a track buyer rarely ever sees the contents of the car.

It has been our understanding that discount charged shipper owing to off grading was sufficient to still allow the receiver to make a profit. Very truly, The Douglass Grain and Hay Co., Lima, O.

BUYERS DO NOT PROFIT BY MIS- GRADING.

Grain Dealers Journal: The discount should be the same, and the buyer does not as a rule gain anything by the grain misgrading. Certain houses take advantage of the country shippers when grain misgrades to get all they can out of them; as a broker I have handled a great many cars for shippers without one cent of brokerage charges or expense to them as I was very much in sympathy with their heavy loss and waived my commission.—Emil Keller, Fairbury, Ill.

BUYERS NOT AT FAULT.

Grain Dealers Journal: Both questions can be answered in the affirmative according to Trade Rules. As Track Buyers however, we find that in most cases we are able to effect compromises satisfactory to both parties when listening to reason.

The purchaser of the grain and Track Buyer are not responsible for losses due to misgrading of grain sold by shippers. They are not at fault. Yours truly, The Harry W. Kress Co., Piqua, O.

HOW TO KILL WEEVIL.

Grain Dealers Journal: Can the Journal give us a recipe for getting rid of weevil in wooden elevator bins?—John H. Shine & Co., New Albany, Ind.

Ans.: For every ton of grain placed in the bin $\frac{1}{4}$ to 1 lb. of bisulfid of carbon, pouring the liquid on the grain in the corners and middle of the heap. Cover with a blanket to keep the fumes down, and they will penetrate clear to the bottom of the bin, killing all insect life, especially weevil. The bisulfid does not damage the grain in any way, but its vapors are explosive when mixed with air just as are the vapors of gasoline, and hence no light should be brought near until the building has been thoroughly aired. A special grade of bisulfid of carbon is sold to grain dealers under the brand "Fuma" by Edward R. Taylor, Penn Yan, N. Y.

WANT ADDRESSES OF BUILDERS OF MOLASSES FEED MIXING MACHINES.

Grain Dealers Journal: Will a reader of the Journal please give us the names of different parties who make molasses feed mixers.—Early & Daniel Co., Cincinnati, O.

TERMINAL DEALERS SHOULD PROTECT REGULAR DEALERS.

Grain Dealers Journal: Have we not reached the point in the grain business where we should expect some protection to the retail trade? I notice that some of the larger concerns in Kansas City send prices broadcast to farmers and others. In no other business do we find everyone in perfect touch with the cost of merchandise, so why should not the big elevator men confine their mailing list to dealers only?—W. E. Hunsaker, Olean, Mo.

HIGH AND LOW OATS PRICES ON EACH CROP?

Grain Dealers Journal: What have been the lowest prices of cash oats each year and the highest prices before the next crop for a period of five years?—W. H. D.

Ans.: On the crop of 1905 the wholesale price of No. 2 oats at Chicago made its low point in September, 25c per bu., and its highest point in June, '06, 42 $\frac{3}{4}$ c.

In 1906 the low price was made in August, 29 $\frac{1}{4}$ c, and the high price next June, 49 $\frac{3}{4}$ c.

In 1907 the lowest after harvest was made in November, 44 $\frac{1}{2}$ c, and the highest, in May, 56 $\frac{1}{2}$ c, followed by another high in July, 60 $\frac{1}{2}$ c.

In 1908 the low price on the crop was in August, 46c, and the high price in May, '09, 62 $\frac{1}{2}$ c.

In 1909 oats sold as low as 36 $\frac{1}{2}$ c in August, as high as 49c in February, 1910, and as low 35c the following June.

In 1910 oats remained low most of the winter, selling at 29 $\frac{3}{4}$ c in October, 28 $\frac{3}{4}$ c in March, and high the following June at 43 $\frac{1}{4}$ c, as reported by the U. S. Dept. of Agriculture.

HOW TO PROPORTION CONCRETE MIXTURE BY WEIGHT AND BULK.

Grain Dealers Journal: In mixing concrete for an elevator foundation proportioned 1 to 5, how many pounds of Portland cement would you put into one cubic yard of gravel weighing 3,000 pounds to the yard? Or, if a cubic yard of gravel (27 cubic feet) is the basis, how many cubic feet of cement would you put in to make it 1 to 5?—A. H. Richner, Crawfordsville, Ind.

Answer: In proportioning concrete 1 to 5; that is, 1 sack of cement to 5 cubic feet of bank run gravel, or sand and gravel mixed, it will require 507.6 pounds of cement for one cubic yard of gravel weighing 3,000 pounds. Or, figuring a cubic yard of gravel as 27 cubic feet, in order to obtain a 1 to 5 mixture, an addition of 5.4 cubic feet of cement would be required for every cubic yard of gravel.

While concrete is often proportioned in the above manner by using unscreened gravel, however, money can in nearly every case, be saved by using screened aggregate. First class unscreened gravel should contain approximately twice as much coarse material by volume as fine material. However, natural deposits of gravel usually contain more fine material passing a $\frac{1}{4}$ inch screen than coarse material retained on such a screen. By using the material which passes a $\frac{1}{4}$ inch screen as sand and that which is retained on the screen as gravel, a far better mixture of concrete can be obtained, and for foundation work it would be advisable to use a 1:2 $\frac{1}{2}$:5 mixture; that is, 1 sack of cement, to 2 $\frac{1}{2}$ cubic feet of clean, coarse sand, all passing a $\frac{1}{4}$ inch mesh sieve, to 5 cubic feet of hard, clean screened gravel, ranging in size from $\frac{1}{4}$ to 1 $\frac{1}{2}$ inches.—Universal Portland Cement Co., Chicago.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Mortlach, Sask., June 28.—Crops have excellent prospects; we expect to market 100,000 bus. of wheat before Aug. 1, as grain comes to this point from a distance of 100 miles.—R. I. Parsons, of the Central Grain Co.

COLORADO.

Trinidad, Colo., July 5.—All crops will make a bumper showing.—Quilitch Impl. & Vehicle Co.

Yuma, Colo., June 26.—Wheat looks good.—W. S. Fritts, formerly agt. for the Hoffman Elvtr. Co. at Winona, Kan.

ILLINOIS.

Earlville, Ill., July 5.—Corn and oats a little backward, but will have a big crop of each. No wheat this year.—R. A. Strong, of Kaminky & Co.

Franklin, Ill., July 6.—Not much wheat here; has considerable smut in it; oats looking good; corn very spotted; root lice doing considerable damage.—Dennis Whalen, sec'y Farmers Co-op. Elvtr. Co.

Taylorville, Ill., June 27.—Too much rain; corn looks bad on B. & O. from Springfield to Taylorville. Wheat has come out in some places till it looks as though wheat would be harvested to make seed. Wheat and oats will be cut late; no signs as yet of turning yellow; condition favorable.—R. S. Nelson.

Carmi, Ill., July 3.—Will begin threshing new wheat in a few days if weather clears; but we are 2 or 3 weeks later than last year when we shipped first car on June 22; will not ship till July 8 or 10. Heads not filled out as well as expected; yield will be less than estimated. Corn late but making good progress; with favorable weather will have big crop.—Wm. C. Smith.

Urbana, Ill., July 5.—Reports from 63 counties north of the Vandalia Line, including the counties of Lawrence, Wabash and White show the following: Oats: 488 reports say acreage is 102.26% of last year; 487 reports put present condition at 93.29%; corn; 493 place the acreage at 105%, and 476 say present condition of growing crop is 78.67%; general reports show crop is three to four weeks late.—S. W. Strong, sec'y Illinois Grain Dealers Assn.

INDIANA.

Bluffton, Ind., July 8.—Oats outlook fine; corn quality greatly improved in last 10 days by rains. New rye will be on market by 15th.—John Studabaker & Son.

Wakarusa, Ind., July 6.—Wheat a total failure as far as milling is concerned, but enough will be harvested for reseeding. Oats promise a bumper crop; harvest will begin in about 10 days.—Wakarusa Mig. Co.

Colfax, Ind., July 5.—Wheat very backward; just ripening; not much harvested; crop will be light, about 35%. Corn very uneven; much of it small. Oats looking pretty good.—B. Bailey, mgr. Colfax Grain Co., Colfax.

Crawfordsville, Ind., July 4.—Warm rainy weather in last two weeks has made big difference in corn and most corn is good in color and growing nicely. What there is left of wheat is well filled; will be about ½ a crop; much plowed under and sown to oats. A few fields ready to cut; most of them not for 10 days. Never saw such oats prospects; will have big crop. All crops look better than at this time last year.—H. T. Stout.

Indianapolis, Ind., July 8.—Corn prospects have advanced by leaps and bounds in last two weeks; tho planted late the seasonable weather promises an average crop. What little wheat there is, is now in shock; many farmers now regret plowing up fields, as those left standing came out surprisingly well.—F.

IOWA.

Carnes, Ia., July 5.—Wheat, oats and barley very good up to date; corn small; thin stand. Weather very hot and dry of late.—Wm. Pohlen, mgr. F. M. Slagle & Co.

Kelly, Ia., July 4.—Winter wheat finest and best yield ever raised here; oats couldn't be better; will have a bumper

crop; corn very uneven but good stand and splendid color, making good fast.—J. M. Johnston.

Salix, Ia., June 28.—Winter wheat will average about 25 bus. Corn and oats backward, about ½ stand. Not much old grain back.—Chas. F. Corr.

Sloan, Ia., June 29.—Wheat will average about 23 bus., and of good quality. Much corn replanted. Scarcely any old grain back.—W. E. Whittan, agt. Nye-Schneider-Fowler Grain Co.

Morning Sun, Ia., June 29.—Oats fair; corn far from fair; very dry; ground in no condition for drouth. Heat last few days excessive.—O. E. Wilson, pres. Farmers Elvtr. & Supply Co.

Onawa, Ia., June 29.—Wheat prospects never better, will average close to 30 bus. Corn not as good as last year, poor stand and lots of replanting. No wheat and 5% of the corn back.—A. D. Post, mgr. Farmers Eltr. Co.

Sloan, Ia., June 29.—Just about 25% of the corn crop will mature, and 75% will only make feed corn. Winter wheat averaging between 20 and 25 bus. Spring wheat poor. About 5% of the old corn back.—Earl Triplett, mgr. Farmers Cereal Co.

Onawa, Ia., July 1.—Winter wheat will average from 25-30 bus. We expected to handle from 300 to 400,000 more bus. of wheat this year than last. Spring wheat not so good. Very little old wheat back. Wheat has been moving good, but has now practically stopped.—J. C. Rousch, Onawa Mills.

KANSAS.

Adams, Kan., June 24.—Oats coming out and look like good crop; corn small but good.—L. A. Dickinson.

Hamlin, Kan., July 5.—Wheat about all in shock! quality good. Corn needs rain badly.—Adolph Kanel.

Neosho Rapids, Kan., July 4.—Wheat good; average 20 bus. to acre. Corn good prospects.—Geo. A. Smith.

Beloit, Kan., July 5.—One of best wheat crops ever raised here, now being harvested; oats fair but acreage small; corn fine, plenty of moisture in ground.—Wagner & Harmon, Beloit Seed House.

Cedar, Kan., July 1.—Wheat very uneven; some fields badly damaged by dry weather in May and heads very short as a result; estimated yield 10 bus. per acre; some will commence to head by middle of week.—Lund & Son.

Hazleton, Kan., July 1.—Harvest not quite over; threshing commenced; wheat crop good. Bot our first load of wheat June 27 and shipped first car load on the 29th. Corn prospects good.—E. W. Olson, E. W. Olson Grain Co.

Northeast Kan., June 27.—After an extended trip thru this section of the state, I consider about 25% of the corn crop in good condition, and about 75% is low and weedy. Much ground too wet for farmers to even plow. Wheat will make from 10 to 40 bus., averaging about 30 bus. Oats short and thin. Farmers will be well stocked with feed on account of the large kafir corn and cow pea acreage and of the abundance of hay. Alfalfa damaged by grasshoppers.—Stidham Grain Co., Omaha, Neb.

Topeka, Kan., July 2.—Over 6,000,000 acres of winter wheat will be harvested; average condition 76.6%, compared with 81.2% May 1; returns from 47 out of 105 counties show an abandoned acreage of 20.8% against 17.5% May 1; harvest well begun and quality excellent; some damage by smut, rust and chinch bugs. Corn acreage not as large as last year when acreage was 7,760,000 acres; about 10 to 12% decrease; much seed rotted in ground necessitating replanting; condition 84%. Kafir acreage increased 38.6% over last year when acreage was 919,046 acres. Oats acreage decreased 30% over last year when acreage was 2,150,000 acres; condition 75.7%.—F. D. Coburn, sec'y Kansas Dept. of Agri.

MICHIGAN.

Lansing, Mich., July 6.—The average estimated yield of wheat for the state is 11 bus.; total wheat marketed in June, 150,414 bus.; 94 mills and elvtrs. report no wheat marketed during the month. Rye estimated yield 12 bus.; condition of corn is placed at 63% compared with 92% in June 1911.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Waverly, Minn., July 6.—Crop looking pretty good; corn a little backward.—H. J. Perra, mgr. Farmers Elvtr. Co.

Ash Creek, Minn., July 8.—Crop prospect good; has been dry but good rain fell today and everything looks at its best. Rye cutting commenced today and barley and oats will be ready in a week.—N. M.

Chatfield, Minn., July 9.—Wheat and oats look good; barley very short and not very good stand, probably from light weight seed; corn growing fine for last two weeks.—Caw & Lynch.

Minneapolis, Minn., July 3.—Eastern South Dakota, North Dakota and Minn. uniformly excellent, promising very good crops, unless unexpected conditions arise. Wheat, barley and oats heading out; rye harvest will begin in Southern Minn. and South Dakota within a week.—The Van Dusen-Harrington Co.

MISSOURI.

Mathews, Mo., July 3.—Rains holding back wheat threshing.—B. F. Swartz & Son.

Tebbitts, Mo., July 1.—Crops below average; most wheat cut; crop light.—Tebbitts Mill & Elvtr. Co.

Davis, Mo., July 2.—Wheat crop light; corn small and late, but has good chance to make average crop.—Davis Grain Co.

Clearmont, Mo., July 8.—Wheat acreage double normal; yield promises to be excellent; quality the best. Grain is mostly cut and threshing will commence in 10 days.—Guy C. Clary.

Mercer, Mo., July 5.—Wheat harvest general; cutting of oats begun; acreage large; quality good; yield heavy. Corn growing rapidly; looking well; acreage 105%; good average stand; condition 85%; season two weeks late and rather cool. Nothing short of calamity can prevent a big crop.—A. A. Alley, mgr. Alley Grain Co.

Columbia, Mo., July 6.—All crops making splendid showing; rainfall for June 3.50 inches; average temperature 69; compared with a rainfall of .59 inches and a temperature of 79 last June. Very little complaint of insects; confined to corn-root louse and chinch bug. Corn is clean and making remarkable growth; state condition 85.6%, compared with a 10-year average of 81.5%; acreage 102.4%, compared to last year when it was 7,554,242 acres; stand 89.6%. Wheat condition 75.8%, compared with 64.2% one month ago; estimated that 74.4% of crop seeded last fall will be harvested; wud have paid to have left some of the wheat plowed up stand; harvest late but 51% has been cut compared with 96% cut by July 1, 1911; quality good, 91.6%; yield estimated at 12.4 bus. per acre; total abandoned acreage 25.6%. Oats bountiful crop; condition 93.8% against 83.4% a month ago and 41% a year ago; acreage 79.4% compared with last year when it was 1,143,753 acres, of which only 529,188 acres was harvested.—T. C. Wilson, sec'y State Board of Agri.

MONTANA.

Hilger, Mont., July 3.—Winter and spring grains looking fine; prospects good for largest crop that Judith Basin ever turned out. Harvesting will begin in three weeks.—Western Lbr. & Grain Co.

NEBRASKA.

Broken Bow, Neb., July 7.—Crops fair; wheat nearly ripe; will make ¾ of a crop; corn small and thin; oats good.—F. J. Bahr.

Hildreth, Neb., July 6.—Wheat crop not as good as expected; corn looks good, also oats.—D. Reil, mgr. Farmers Grain & Supply Co.

Gothenburg, Neb., July 5.—Very dry; wheat badly damaged; harvest commencing. Oats burnt up; corn backward and poor stand.—L. D. Rich, mgr. Farmers Co-op. Ass'n.

Arcadia, Neb., July 1.—Small grain good; 75% of a crop; 80% of a stand. Corn coming fine; oats and pastures need rain.—Ray R. Clark, mgr. Wilsey Grain Co.

Berwyn, Neb., July 2.—Winter wheat 75%; oats 65%; corn very small and very dry. All told we haven't had an inch of rain since April 1.—Miller & Wirt.

Ponca, Neb., June 29th.—Wheat, corn and oats looking good. Oats better than average. Corn late, but has good stand.—John C. McQuillen.

Palisade, Neb., June 22.—Crops coming out good; had a lot of rain and will have lots of barley if nothing happens. Corn backward; spring wheat fine; winter wheat half a crop.—E. H. Felzien, agt. Shannon Grain Co.

NORTH DAKOTA.

Wimbledon, N. D., July 2.—All crops looking fine but need rain.—R. Clendening.

Cando, N. D., July 7.—Crop outlook very good; barring accidents will have good yield and quality.—Cando Flouring Mills.

Harlem, N. D., July 8.—A bad hail storm today damaged the wheat crop 80%, barley 100%, oats 50%, and corn 20%.—J. Floyd Sankey.

OHIO.

Canal Winchester, O., June 29.—Crop outlook good with exception of wheat; will have half a wheat crop which is better than expected.—D. F. Taylor.

Delphos, O., June 27.—Oats never looked better, 10% increase in acreage. Corn late; but good acreage, about 20% still in farmers hands.—Otto Lang, Lang Mlg. Co.

Delphos, O., June 27.—Wheat a total failure; oats a good crop if weather stays favorable; corn only a fair crop from present indications.—L. C. Allinger.

Dayton, O., June 25.—Wheat crop damaged about 65%; movement of new wheat will commence in about three weeks; no old wheat in farmers hands.—O. L. Hull, secy.-treas. The Gebhart Mlg. Co.

Conway, O., June 27.—Oats good; acreage fully as large as last year. Corn prospects not very favorable; poor stand on account of bad seed corn and cold weather. Wheat crop a failure.—W. C. Long of Long & Long.

Dayton, O., June 25.—Corn irregular on account of poor seed and cool weather. Outlook for oats never better; will have a full crop; heading out; short straw but will stretch with warm weather.—J. W. Durst, pres. Durst Mlg. Co.

Piqua, O., June 26.—Oats looking good, 18% increase in acreage over last year on account of failure of wheat crop. Corn acreage same as usual; poor stand owing to late planting; 10% of the corn in farmers hands.—L. R. Spencer, secy.-treas. The Spencer-Miller Co.

Springfield, O., June 25.—Corn very late; acreage about the same as usual; must have seasonable weather to have a fair crop. Wheat poorest crop we have had in 25 years. Oat crop unusually large; about 20% increase in acreage; condition 90% to 95%.—T. A. Paine, W. E. Tuttle & Co.

New Vienna, O., July 3.—Wheat harvesting commenced June 29; some fields good for 25 bus. per acre; others only 10 bus., quite a lot of wheat and oats to be threshed in mixed state. Thunder showers almost daily since the 29th and with hot weather is causing corn to grow fast.—Boden Bros.

Middlepoint, O., June 27.—Prospect for oats largest ever raised; oats tall, excellent color and heading out. Corn, although uneven because of replanting, as a whole is farther advanced than last year at this time; indications are for a full average crop. Acreage of corn and oats 10% larger than last year. Wheat crop a failure.—H. G. Pollock.

Christiansburg, O., June 24.—Have just returned from motor tour thru central and eastern Indiana and find crop condition somewhat worse than here at home; outlook for corn very discouraging; some just planted; some with about one-third stand; farmers are replanting with hoe. Seems that they have had abundance of rain as roads are very muddy and some corn almost hidden by weeds and grass. Oats looking very well; a few fields have yellow cast. Wheat will be about 1/2 of a crop; rye looking very good and beginning to ripen.—Cory L. Bright, Shepard, Bright & Co.

OKLAHOMA.

Cherokee, Okla.—The first new wheat came in June 28, and tested 61 lbs., making 20 bus to the acre. Since then we have had several crops and it has all tested 59 lbs., making 18 to 25 bus. per acre.—F. A. Hague, mgr. Farmers Federation.

SOUTH DAKOTA.

Webster, S. D., July 5.—Crop looking good especially oats; plenty of moisture.—Miller Elvtr. Co.

Flandreau, S. D., June 24.—Small grain looking fine; barley commencing to head; corn 2 to 3 weeks behind and chances for crop not very good.—O. J. Auker.

Highmore, S. D., July 5.—Crop outlook very poor; have light showers for last few days but grain has gone too far to do any good.—A. Durisch.

TENNESSEE.

Mohawk, Tenn., July 4.—Wheat above average crop; corn in bottom lands badly injured by excessive rains.—T. N. Haun.

TEXAS.

Amarillo, Tex., July 2.—Just returned from a 300-mile trip thru the country and never saw growing feed crops, i. e., cane, maize and kafir corn looking better; conditions far above average.—Early Grain & Elvtr. Co.

Fort Worth, Tex., July 6.—Assured prospect of fair corn crop; total production estimated at 150,000,000 bus.; recent rains saved the crop for the present. Wheat turning out 20 bus. to acre; in some sections 25 to 35 bus.; considerable light weight wheat, testing as low as 52 lbs. to bus.; not so good in western parts of state where average yield is only 10 to 12 bus. per acre. Oats crop a record breaker; total will reach 50,000,000 bus.; good quality, but a large per cent of light weight, testing only 20 to 24 lbs.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

GOVERNMENT CROP REPORT.

Washington, July 9.—The crop reporting board of the U. S. Dept. of Agriculture estimates the acreage and conditions of crops on July 1 to have been as follows:

Winter Wheat—Condition 73.3% of a normal, compared with 76.8% on July 1 last year and 80.2% the average normal condition for the last ten years. Indicated yield per acre 13.9 bu, compared with 14.8 bu last year and 15.5 bu the average for the last five years. Estimated total production 358,000,000 bu, compared with 430,656,000 bu last year, 434,142,000 bu in 1910 and 418,000,000 in 1909 as returned by the census bureau. The following table gives the comparative figures for the winter wheat states:

States.	% of U.S. acreage in state.	Condition—			
		July 1, 1912.	June 1, 1911.	July 1, 1911.	10-yr. av'g.
Kan.	20.8	75	75	60	72
Neb.	11.1	72	74	58	84
Mo.	7.5	63	65	85	81
Okla.	5.9	77	80	41	74
Penn.	4.8	88	89	73	88
Ind.	4.7	42	42	85	81
Ohio	4.6	41	45	81	80
Ill.	4.6	45	41	81	83
Wash.	3.8	94	96	97	90
Va.	2.9	83	86	85	83
Mich.	2.7	53	55	90	83
Tex.	2.7	85	89	62	70
Ky.	2.7	71	71	88	81
Tenn.	2.6	85	84	87	80
Ore.	2.4	102	101	70	90
N. C.	2.3	77	84	89	82
Md.	2.3	90	92	79	85
Cal.	1.5	79	80	83	78
Ida.	1.3	94	97	99	94
N. Y.	1.3	76	81	87	86
U. S.	100	73.3	74.3	76.8	80.2

Spring Wheat—Condition 89.3% of a normal, compared with 73.8 on July 1 last year and 85.6, the average normal condition for the last ten years. Indicated yield per acre, 14.1 bu, compared with 9.4 bu last year and 13.4 bu, the average for the last five years. Estimated total production 271,000,000 bu, compared with 190,682,000 bu last year, 200,979,000 bu in 1910 and 265,000,000 bu in 1909 as returned by the census bureau. By states, acreages and conditions follow:

States.	% of U.S. acreage in state.	Condition—			
		July 1, 1912.	June 1, 1911.	July 1, 1911.	10-yr. av'g.
N. D.	42.4	92	96	88	86
S. D.	22	83	96	74	86
Minn.	19.3	89	95	33	83
Wash.	6.8	90	99	93	87
U. S.	100	89.3	95.8	73.8	85.6

Wheat Remaining on Farms—The amount of wheat remaining on farms July 1 is estimated at about 23,876,000 bu, compared with 34,071,000 on July 1 last year and 35,929,000 bu on July 1, 1910.

Corn—The area planted to corn this year is estimated at 108,110,000 acres, compared with 105,825,000 acres last year and 104,035,000 acres in 1910. Condition, 81.5% of a normal, compared with 80.1 on July 1 last year and 84.6 per cent, the ten-year average condition on July 1. Indicated yield per acre, 26 bu, compared with 23.9 bu last year and 27.1 bu, the average for the last five years. Estimated total production, 2,811,000,000 bu, compared with 2,531,258,000 bu last year and 2,886,260,000 bu in 1910. Acreage and condition of corn by states follow:

Pct. of 1911.	*Acreage.	—Cond. July 1.—			
		1912.	1911.	1911.	10-yr. av.
Ill.	105	10,658	78	89	87
Ia.	102	10,047	83	98	86
Kan.	98	8,526	84	67	83
Neb.	102	7,574	80	82	84
Mo.	103	7,622	83	78	84
Tex.	100	7,300	84	45	74
Okla.	96	5,448	90	40	83
Ind.	102	4,947	77	91	86
Ohio	105	4,095	77	89	84
Ga.	107	3,950	78	85	83
Ky.	100	3,600	82	90	88
Tenn.	98	3,332	86	89	88
Ala.	104	3,120	82	86	86
Miss.	109	3,106	82	84	83
N. C.	104	2,808	88	91	89
Ark.	107	2,557	84	79	85
S. D.	108	2,495	76	94	85
Minn.	103	2,266	78	98	82
Va.	100	1,980	88	88	90
La.	101	1,818	77	72	80
S. C.	107	1,915	79	81	85
Mich.	96	1,622	72	91	80
Wis.	102	1,632	77	96	84
Penn.	101	1,449	78	91	87
U. S.	102.2	108,110	81.5	80.1	84.6

*Expressed in thousands.

Oats—Condition, 89.2% of a normal, compared with 68.8 on July 1 last year and 84.8, the average normal condition on July 1 for the last ten years. Indicated yield per acre, 30.1 bu, compared with 24.4 bu last year and 28.4 bu the average for the last five years. Estimated total production, 1,139,000,000 bu, compared with 922,298,000 bu last year and 1,186,341,000 bu in 1910. Averages and condition of oats by states follow:

Pct. of U.S. in July 1, 1912.	Condition—			
	July 1, 1912.	June 1, 1911.	July 1, 1911.	10-yr. av.
Ia.	13.1	94	97	87
Ill.	11.2	90	88	82
Minn.	7.8	91	96	82
N. D.	6.1	91	90	84
Neb.	6.0	83	87	81
Wis.	6.0	88	93	91
Ohio	5.6	92	93	71
Ind.	5.2	95	91	73
Kan.	4.5	83	73	34
S. D.	4.1	85	95	25
Mich.	3.9	83	86	83
N. Y.	3.1	81	89	93
Penn.	2.9	88	89	83
Mo.	2.7	87	83	35
U. S.	100.0	89.2	91.1	68.8

Barley—Condition, 88.3% of a normal, compared with 72.1 per cent last year and 86 per cent the average normal condition for the last ten years on July 1. Indicated yield per acre, 25.6 bu, compared with 21 bu last year and 24.8 bu the average for the last five years. Estimated total production, 194,000,000 bu, compared with 160,240,000 bu last year and 173,832,000 bu in 1910.

Rye—Condition, 88.2% of a normal, compared with 85 of a normal on July 1 last year and 89.9 the average normal condition for the last ten years on July 1. Indicated yield per acre 16 bu, compared with 15.6 bu last year and 16.3 bu the average for the last five years. The total production not estimated. It was 33,119,000 bu last year and 34,897,000 bu in 1910.

Flaxseed—The area planted to flax this year is estimated to be about 2,992,000 acres, compared with 2,757,000 acres last year and 2,467,000 acres in 1910. Condition, 88.9% of a normal, compared with 80.9 on July 1 last year and 87, the average for the last nine years on July 1. Indicated yield per acre, 9.4 bu, compared with 7 bu last year and 8.7 bu the average for the last five years. Estimated total production, 28,000,000 bu, compared with 19,370,000 bu last year and 12,718,000 bu in 1910.

Rice—The area sown to rice this year is estimated at about 710,100,000 acres, compared with 696,000 acres last year and 723,000 acres in 1910. Condition, 86.3% of a normal, compared with 87.7 per cent on July 1 last year and 88.1 per cent the average normal condition for the last ten years. Indicated yield per acre, 31.7 bu, compared with 32.9 bu last year and 32.4 bu the average for the last five years. Estimated total production, 23,000,000 bu, compared with 22,934,000 bu last year and 24,510,000 bu in 1910.

Hay—Condition, 85.2% of a normal, compared with 64.9 per cent on July 1 last year and 81.4 per cent, the average condition for the last four years on July 1. Indicated yield per acre, 1.4 tons, compared with 1.10 tons last year and 1.41 tons, the average for the last five years. Total production not estimated. It was 47,444,000 tons last year and 60,978,000 tons in 1910.

St. L. & S. F. in sup 9 to ICC No. 6254, gives rates on grain and grain products between Ark., Kan., Mo. and Okla. points and Kan., Ia., Neb. and Mo. points, effective July 24.

Wichita Receipts and Shipments.

Receipts and shipments of grain at Wichita, Kan., during the 12 months ending June 30, 1912, as reported by Jas. H. Sherman, sec'y of the Board of Trade, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wheat	7,660,100	4,628,700	
Corn	1,766,900	1,120,900	
Oats	662,700	390,600	
Kafir corn	563,900	518,200	
Rye	5,000	5,000	
Cane seed	19,000	19,000	

Detroit Receipts and Shipments.

Receipts and shipments of grain at Detroit, Mich., during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by M. S. Donovan, sec'y of the Board of Trade, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 2,834,180	2,378,341	408,397	100,743
Corn 3,235,734	4,242,088	2,010,481	2,388,082
Oats 3,134,706	3,185,483	361,554	238,726
B'ley 380,731	540,839	5,043	1,074
Rye 198,538	260,714	90,855	160,457

Indianapolis Receipts and Shipments.

Receipts and shipments of grain at Indianapolis during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by W. H. Howard, sec'y of the Board of Trade, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 4,787,600	2,920,000	2,655,400	2,364,000
Corn 11,466,000	11,483,000	4,231,000	5,076,000
Oats 5,116,500	5,007,000	1,806,800	2,037,000
Barly 14,800	91,000	95,400	51,000
Rye 22,400	52,000	87,000	101,000

Duluth Receipts and Shipments.

Receipts and shipments of grain at Duluth during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by Chas. E. Macdonald, sec'y of the Duluth Board of Trade, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 46,538,678	32,320,077	41,059,851	28,755,145
Corn 219,490	1,710,022	356,116	1,560,614
Oats 9,752,222	3,100,680	9,995,810	3,804,767
Bly. 6,380,634	8,022,986	6,343,631	8,201,448
Rye 759,566	135,485	725,847	241,867
Flxsd. 8,440,974	3,523,959	8,249,810	3,380,792

Kansas City Receipts and Shipments.

Receipts and shipments of grain at Kansas City during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by E. D. Bigelow, sec'y Board of Trade, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 23,625,600	40,538,400	16,970,400	30,584,800
Corn 22,904,800	16,018,800	16,707,600	13,842,800
Oats 6,505,900	5,893,900	5,208,600	3,981,400
B'ley 238,000	382,200	204,400	355,600
Rye 80,300	74,800	67,100	48,400
Flax 15,000	17,000	5,000	22,000

Louisville Receipts and Shipments.

Receipts and shipments of grain at Louisville during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by James F. Buckner, Jr., sec'y of the Board of Trade, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 5,324,664	4,590,895	196,407	237,853
Corn 12,104,119	12,210,427	6,869,055	5,518,555
Oats 4,311,790	4,070,850	2,441,773	2,592,367
Barly 489,825	510,875	1,200	1,500
Rye 846,005	968,575	380,657	474,975
Grass s'd* 12,001,013	12,825,725	9,395,599	10,264,463

*Lbs.

San Francisco Receipts.

Receipts of grain at San Francisco, Cal., as reported by Henry C. Bunker, chief grain inspector of the San Francisco Chamber of Commerce, for the crop year ending June 30, 1912, compared with the crop year ending June 30, 1911, have been as follows:

Receipts, tons.	
1911-12.	1910-11.
Wheat	178,669
Barley	215,137
Oats	34,605
Corn	5,321
Beans, sacks	903,232

Baltimore Receipts and Shipments.

Receipts and shipments of grain at Baltimore during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by Jas. B. Hessong, sec'y of the Chamber of Commerce, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 12,123,160	7,142,517	9,931,684	5,775,569
Corn 14,134,788	14,374,474	11,382,603	10,616,636
Oats 4,500,135	3,412,340	697,420	1,630
Barly 12,621	38,019		
Rye 662,575	519,820		
Clover seed 11,632	18,474	546	2,764
Tim. seed 32,774	37,878	2,353	3,162

Philadelphia Receipts and Exports.

Receipts and shipments of grain at Philadelphia during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by Frank E. Marshall, sec'y of the Commercial Exchange, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 17,903,570	8,400,841	15,031,861	6,105,851
Corn 2,769,979	7,431,733	929,686	5,295,002
Oats 7,427,897	6,873,067	323,772	
Barly 10,000	70,000		
Flax sd. 184,800	240,600		
Clover seed* 610	4,270		
Tim. seed* 296	267		

*Bags.

Milwaukee Receipts and Shipments

Receipts and shipments of grain at Milwaukee during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by H. A. Plumb, sec'y Chamber of Commerce, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 8,497,290	10,062,350	3,410,839	7,874,771
Corn 9,305,620	7,982,950	6,749,498	7,881,759
Oats 10,995,700	14,971,904	8,506,393	14,527,313
B'ley 12,825,030	13,093,680	4,114,294	6,102,317
Rye 2,581,640	1,032,900	1,873,269	883,228
Flax 478,025		53,320	
Clover seed* 2,169,735		112,775	
Tim. seed* 4,497,877		1,189,215	

*Lbs.

St. Louis Receipts and Shipments.

Receipts and shipments of grain at St. Louis during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by Eugene Smith, sec'y of the Merchants Exchange, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 15,335,815	20,126,636	12,789,900	13,553,027
Corn 27,104,685	21,623,975	17,083,195	11,526,523
Oats 18,733,005	22,361,310	11,891,935	14,090,646
B'ley 1,597,391	2,266,791	169,030	157,710
Rye 153,942	276,573	77,440	280,515
Flax	68,768	1,660	34,930

Toledo Receipts and Shipments.

Receipts and shipments of grain at Toledo during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by A. Gassaway, sec'y of the Produce Exchange, have been as follows:

Receipts, bus.		Shipments, bus.	
1911-12.	1910-11.	1911-12.	1910-11.
Wht. 7,417,300	4,617,300	4,039,400	1,567,100
Corn 4,126,700	5,381,600	2,126,800	2,843,700
Oats 3,023,000	4,229,250	2,820,800	3,937,100
Barly 1,000			
Rye 28,000	53,000	8,700	53,400
Clover seed* 39,101	64,152	49,083	72,526
Alsike seed* 6,852	2,859		
Tim. seed* 28,534			

*Bags.

Omaha Receipts and Shipments.

Receipts of grain at Omaha for the crop year ending June 30, 1912, as reported by F. P. Manchester, sec'y Grain Exchange, have been as follows: Wheat 12,621,600 bus., corn 22,390,800 bus., and oats 9,922,900 bus. Shipments during that period included 8,863,200 bus. of wheat, 17,657,700 bus. of corn and 9,502,500 bus. of oats.

Boston Receipts and Shipments.

Receipts of grain at Boston, Mass., during the crop year ending June 30, 1912, as reported by Jas. A. McKibben, sec'y Chamber of Commerce, were as follows: Wheat 11,985,801 bus., corn 3,635,983 bus., oats 4,579,864 bus., barley 62,166 bus. and rye 36,920 bus. Shipments during the same period included 12,145,023 bus. of wheat, 3,491,020 bus. of corn and 239,844 bus. of oats, no barley and rye going out.

I can't do without the Grain Dealers Journal.—L. E. Wise, Colon, Neb.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.											
June	June	June	June	June	July	July	July	July	July	July	July
25.	26.	27.	28.	29.	1.	2.	3.	5.	6.	8.	9.
Chicago	107 1/4	107	109 3/4	109 1/4	108 5/8	107 3/4	106 5/8	107	105 1/2	104 1/4	103 3/4
Minneapolis	110 1/2	109 1/2	110 1/2	110 1/4	110 1/2	108 5/8	109 1/4	110	109	108	105 1/4
Duluth	112	111 3/4	112 3/4	112	111 3/4	110 3/4	110 1/2	109 1/2	108 5/8	107 3/4	106 1/4
St. Louis	104 1/4	104 1/4	106 1/4	106 1/4	106 1/4	105 1/4	105 1/4	105 1/4	104 1/4	103 3/4	103 3/4
Kansas City	99 3/4	99 1/2	101 1/2	100 3/4	100	98 1/2	99	98 3/4	96 3/4	94 3/4	93 3/4
Milwaukee	108	107 1/2	110 3/4	110	109 1/4	107 3/4	107 3/4	106 3/4	105	104 1/4	103 3/4
Toledo	112 1/2	112	114	113 1/2	112 3/4	111 1/4	110 3/4	111 1/2	109 1/2	108 1/2	107 3/4
New York	114 1/4	114 1/4	117	117	116 1/2	115 3/4	115	114	108	106 1/2	105 1/4
Baltimore	110	110 1/2	111 1/2	112	112	110 1/2	109 1/2	108 1/2	107 1/2	106 1/2	105 1/4
Winnipeg	108 3/4	108 1/2	109 3/4	108 3/4	108 3/4	108 1/2	108 1/2	107 3/4	107	106 1/2	105 1/4
Liverpool	111 1/2	110 3/4	109 3/4	110	110	110 1/4	110 1/4	110	109 3/4	109	108 1/2
Budapest	131 1/2	130 1/2	129	129 1/2	129 1/2	126 1/2	126 1/2	127 1/2	125 1/2	124 1/2	124

JULY CORN.

June	June	June	June	June	July	July	July	July	July	July	July
Chicago	73 3/4	73 3/4	75 3/4	75 3/4	75 1/4	73 3/4	73 1/2	72 3/4	70 1/2	69 3/4	70 3/4
Baltimore	74 1/2	74 1/2	76	77	76 1/2	74 1/2	74 1/2	73 1/2	71 1/2	70 3/4	71 1/2
Kansas City	73 1/2	73 1/2	75	75 3/4	75	74	73 3/4	72 3/4	71	70 3/4	71 1/2
St. Louis	72 1/2	72 1/2	75	74 1/2	74 1/2	74 1/4	74	73 1/2	70 3/4	70	70 3/4
Liverpool	67 1/4	67 1/2	67 1/2	66 3/4	66 1/2	66 1/2	65 1/2	65 3/4	64 1/2	63 3/4	63

*October delivery. †September. ‡June to June 29.

A WEIGHT SHRINKER DISCOVERED.

Thru the efforts of J. H. Foster, general superintendent of the Milwaukee road, and Chas. C. Neale, state commissioner of weights and measures for Minnesota, the use of a very ingenious device for causing scales of large capacity to weigh incorrectly has been brought to light. It has been dubbed the "shrinker." By placing it in different positions under the fulcrum pivot, it will cause the scale to weigh less or more, as may be desired by the user. The device is made of steel and may be carried in the vest pocket and used at the pleasure of the possessor, as it requires but a minute to put it in position.

Sufficient evidence has been obtained to convince the members of the Railroad & Warehouse Commission that a live stock dealer of Ortonville had been using the shrinker first found. Later another device was found in Iowa, and its manufacture traced to a Wisconsin town. However, many detectives are now on the lookout for the "little joker" and whoever attempts to use it is very likely to get in serious trouble.

The Minnesota Railroad & Warehouse Commission has considered the use of

the device of sufficient importance to refer the shrinkers found to state Commissioner of Weights and Measures C. C. Neale, who, after careful investigation, made the following report:

WEIGHT SHRINKERS.

Acting under your order of May 18, 1912, this Department has made an investigation in the matter of the effect of certain devices commonly called "shrinkers," which you have learned have been used on certain stock scales in the state, and the result of our investigation is as follows:

1st. Both the devices placed in my hands by you and labeled "Exhibit 'A' and Exhibit 'B'," which are returned to you herewith, are in the nature of a false knife-edge or pivot, and both these particular samples have equal effect when applied under the fulcrum pivot of a scale beam.

2nd. When the device is applied, with the small projection on the side thereof placed in a position towards the back end of the scale beam, the effect will be to make a load weigh less than correct weight.

3rd. When the device is used, with the projection placed in a position towards the front end of scale beam, the effect will be to make a load weigh more than correct weight.

4th. These devices are so made that using them on a scale does not affect the beam action whereby an observer could tell that the scale was not weighing correctly, because, as stated above, they are substantially a knife-edge in themselves, giving the beam a normal free action.

5th. The percentage of error caused by the use of this device would differ, depending upon the make of scale and the multiplying power of the scale beam, as all scale beams do not have the same measurement, and on one scale that we used the device upon, the effect was 2½% either in excess or deficiency, depending upon how the device was placed, and on another scale the effect was 5% either in excess or deficiency, trying the device in both ways that it could be used. On some of the new type stock scales, with full capacity beams, having no counterweights, the effect would easily be 10% of the load.

6th. The figures given in item "5" are based upon the assumption that the scale would be put into perfect balance after the device was inserted, but if by neglect or desire the scale should not be balanced after the device was put under the fulcrum pivot of beam, the effect would be to give a false weight of about 200 lbs. on any size load in addition to the 2½, 5, or 10% as the case may be.

Special Note: If one of these devices were used on a scale beam for a fraudulent purpose, it would undoubtedly be inserted in the loop from back side of beam, and thus would not be easily seen, and in fact could not be seen from the position in which one stands to do weighing, hence the necessity of looking into beam loops from back side of beam to prove that such a device is not being used.

Very respectfully yours,

CHARLES C. NEALE,

Commissioner Weights & Measures.

Caution: In selling or buying over a scale, it is the privilege of all parties concerned to exercise care enough to learn, so far as possible, whether or not the scale is weighing correctly, and to this end, the following suggestions are offered:

1st. See that a scale is in perfect balance before any weighing is done.

2nd. See that the scale beam swings freely, that is, without a stiff jerking motion.

3rd. See that there is ample clearance about the scale platform, if it is a wagon, stock, or dump scale.

4th. See that any sliding poise on scale beam is placed fairly on the figure that the weight is supposed to represent.

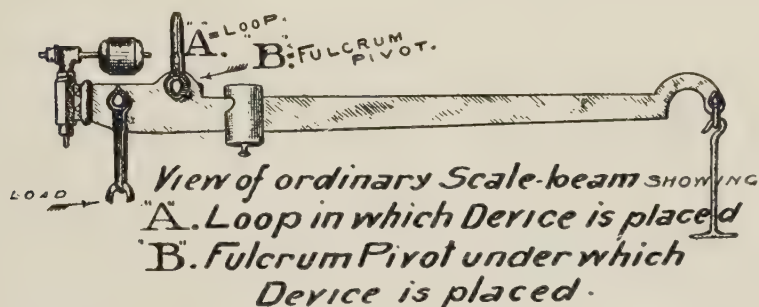
5th. See that the counterpoise weights are in good condition, and that they belong to the scale on which they are being used, because scale weights from different makes of scales are not interchangeable, and a close examination of weights would give some indication if said weights had been improperly loaded to make them heavy, or if they had been drilled to make them light.

"You take your hopes with you on the way to market; but they are some other man's when you are on the way home," sadly moralized Mr. Speculator after a drop in wheat.

He was extremely bashful and after several ineffectual efforts to speak blurted out, "Gosh, this is fine weather for corn."

The sweet girl graduate from the city looked appreciatively at the soft sky and the husky youth beside her and sighed softly, "But I haven't any corns."

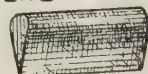
Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n is heartily in favor of the work of the crop improvement com'te and is enthusiastic over the possibilities of the situation. A meeting of the directors of the ass'n, which will be attended by Prof. Christie and Sec'y Bert Ball will be held at an early date and Sec'y Riley hopes to see Indiana swing into line and secure a big slice of the \$1,000,000 fund. He says: This subject is pregnant with very great possibilities. I know of nothing to which the grain men of Indiana can give their attention that means so much for them and for the agricultural interests at large. It is only in its infancy, and the contribution already made by this company will prove a mere bagatelle compared to the money that will be expended within the next few years, along the lines indicated, should the Ind. Grain Dealers Ass'n and other similar organizations take it up and push it.



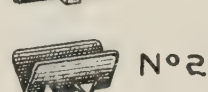
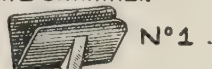
A = LOOP ENLARGED.



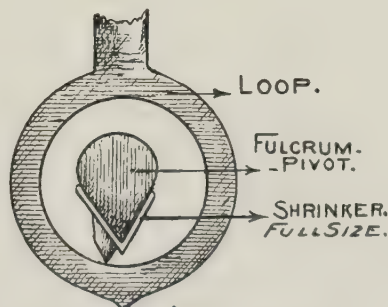
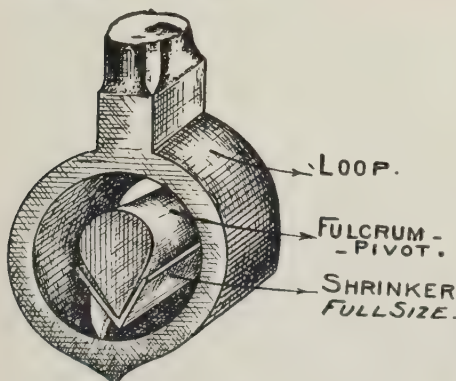
B = FULCRUM PIVOT ENLARGED.



TWO SAMPLES OF THE FRAUDULENT DEVICE KNOWN AS "THE SHRINKER"



END VIEW.



- Showing -
Application of Device by inserting same under Fulcrum Pivot.

Moisture Test of Corn.

[By C. A. Russell of the Grain Standardization Bureau, Agri. Dept.]

We advocate that the country shipper should buy corn on the basis of its intrinsic value.

Grades are intended to represent values in corn.

You sell by grade, and why not buy by grade?

We do not think it is justice to the progressive farmer to buy all corn as one grade, for you are compelled to exact a wider margin of profit on the good corn than in order to equalize the discounts received on the poor class of corn.

We believe that paying a premium for good corn and discounting low grade corn will make your business safer, more profitable, and encourage improved methods of farming.

You are handling a commodity subject to deterioration, but if the right principle is used in buying and classifying your purchases, you reduce your risks of depreciation in shipping and storing.

Your profits will increase by reason of the more efficient methods of handling.

The country shipper by reason of the important place he occupies in the grain trade is in a position to determine the quality and condition of the corn marketed in his community. He is duty bound to work for the improvement of the commercial corn of this country, and his opportunities for influencing improved methods of handling, harvesting, and storing corn should not be neglected.

The demand is for corn of better quality and condition, and farmers will also profit in proportion as they supply this demand by improving their methods of handling, harvesting, and storing.

Country shippers should study the methods of each individual farmer client and be ready to offer advice and suggestions toward more efficient methods.

Some of the factors which influence the condition and quality of corn are:

Late Maturing Varieties of Corn.—In Illinois the bulk of the corn crop is usually planted in May and harvested in November—a period of time covering 150 days, and still it does not often mature in that time.

Early Harvesting of the Corn Crop.—The average date for commencing the harvesting of the corn crop usually follows the first heavy frosts, despite the immaturity of the corn, and the date when harvesting is completed is not long after Dec. 1. (This means corn is cribbed and goes to market containing excessive moisture.)

Winter Marketing.—In sections of Illinois where most of the corn is handled in the ear, marketing commences at the same time as harvesting. In other sections where most of the corn is handled shelled, delivery commences as soon as harvesting is over. Fifty per cent of the crop is usually delivered at country stations by the 1st of March; delivered during the season of snow and sleet, oftentimes while in a frozen condition.

Storing Corn on the Farm in Poorly Constructed Cribbs.—Every community has its quota of poorly constructed cribbs, with sunken and broken foundations; twisted out of shape until the contents catch the drip from the roof, leaky roofs, or no roofs at all; never boarded up to keep the rain, hail, or sleet from reaching the corn. When the crop of corn is above an average in quantity the surplus is stored in rail or other temporary cribbs, and not often covered.

Poorly Husked Corn.—Most farmers find it necessary to secure help in husking their corn crop. This labor is paid for at so much per bushel, and the huskers are only interested in getting the corn out of the field. It means the work is poorly done and the corn goes into the crib, or is delivered at an elevator, containing shucks, ears from replanted stalks, low places, down corn, rotten, sprouted, etc.

Corn is shelled at the crib on the farm by portable shellers and the farmer usually leaves in as much dirt, broken cobs, soft corn, rotten, sprouted, etc., as the country dealer will receive.

Moisture is the most important factor in determining the grade. It must be contended with for six or eight months each year after harvest. Its presence in corn is always a menace to safe handling and storing. You can determine the exact percentage of this most important factor by the use of the moisture tester.

Testing Car Shipments.—After a car is loaded with corn you secure samples for testing by means of a grain "sampler" or "trier," such as is used by regular grain inspectors and samplers at the grading markets. Make probes with this "sampler" in several different parts of the car, and then mix the samples together thoroughly. Testing is done according to instructions

given in Circular No. 72, issued by the U. S. Dept. of Agriculture.

In addition to making a moisture test you can analyze your samples for damaged and dirt, and thus determine the grade of the car of corn.

You will find the work of testing and analyzing corn samples very interesting, and the results will suggest better methods of cleaning, loading, classifying, and conditioning the corn you ship.

In buying corn from farmers by grade you must keep in mind the percentage of moisture, damaged, and dirt allowed in the different grades by the grading rules of your customary markets. You can not buy on the basis of rules in effect at Chicago and then ship to a market exacting lower percentages.

It is not necessary to test every load of corn as it is delivered to your elevator, as the condition of corn in each individual crib is generally very uniform during the winter months. Always test the first few loads, for the corn from the top and sides of the crib is usually drier than in the center. Testing an occasional load from the balance of the crib is usually sufficient for your purpose. Some dealers prefer taking a sample from each wagon load and placing these in an air tight container until the loads are all delivered, when the samples are all mixed together and one test is made on the lot. This method gives satisfactory results if care is taken in the selection and testing of samples.

When receiving ear corn, shell about one-half bushel of ears in the order of handling and test the shelled corn.

Keep separate bins in your elevator for the different grades. With the assistance of the moisture test you may sometimes be able to mix and condition shipments at a profit.

Most of the country shippers who are using a tester recommend a six flask machine, in order to test several loads at once when receiving corn from several different cribbs.

The idea of measuring the amount of water in corn as an aid in determining the value of corn, first met with resistance, but is now giving way to a demand for the moisture test because of its practical value. Expressed opinions from shippers who are using the moisture tester are all in its favor. A trial will convince you of its merits.

Books Received

"TRIALS WITH MILLETS AND SORGHUMS for Grain and Hay in South Dakota" is the title of Bulletin 135 issued by the Agri. Exp. Sta. of the S. D. State College of Agri., Brookings, S. D. The data has been carefully compiled by A. N. Hume and Manley Champlin, in co-operation with the Bureau of Plant Industry of the U. S. Dept. of Agri. and is interesting and instructive reading.

Bulletin No. 3 of the Middle West Soil Improvement Com'te of the National Fertilizer Ass'n, deals with "Winter Wheat Production," and should be of interest to every wheat grower in the country. Compiled by Henry G. Bell, agronomist, and Roy C. Bishop, ass't agronomist, it contains statistics and reliable information of value to the wheat producing farmer.

A miniature agricultural college on wheels, consisting of a train of 13 coaches, equipped with a crew of 60 people competent to lecture on every phase of farm work and to give practical demonstrations of modern methods of farming, was recently sent thru North Dakota by the Nor. Pac. Ry. Co. in the interests of crop improvement work. It covered the entire mileage of the road in that state and stopped for lectures at 42 of the most important cities, taking 17 days to make the complete trip. The train was billed ahead to arrive at a certain hour; and not only farmers but business men and entire communities turned out and gave the demonstration train big audiences everywhere. It was a fine example of the practical extension work that is now being carried on by the wideawake universities of the West and seconded by enterprising railroads.

RATE MAKING A LEGISLATIVE FUNCTION.

The Supreme Court of the United States has itself declared that the making of a railway rate is a legislative function. There is no rule of law by which the reasonableness of a rate can be determined. There is no exact formula upon which it can be computed. When thought out it will be seen in every case the determination of a reasonable railway charge involves the exercise of judgment brought to bear upon the circumstances of each case. This is the method by which the traffic official makes a rate and his action must be revised by the same method, if it is to be fairly and intelligently examined.

The Constitution of the United States forbids the taking of private property without due compensation. The legislature cannot so adjust the charges of a railroad as to deprive that railroad of a fair return for the use of its property as a whole. But there is no requirement either of the Constitution that the rate on sugar shall bear a certain relation to the rate on salt, or that the charge for transporting coal from a certain locality shall bear a given relation to the rate from a certain other locality, nor even that a certain part of the revenue shall come from the handling of passengers and another part from freight. These questions are all legislative. The court can only inquire whether the net result yields to the carrier a fair return whatever that may signify.

In the past the courts have persisted in invading the legislative domain; but this will not, I think, be permanently permitted. There can be no intelligent review of a legislative act by judicial process. There can be no effective regulation of railway rates so long as the administrative acts of the regulating body can be reviewed by the courts. Ultimately the legislature will be left supreme in that domain where the exercise of legislative judgment is required. This means that the court can stand between the railway and confiscation; but that it will not be allowed to determine how profitable the railway investment shall be, for that is not the business of a court. In all that vast realm covered by the word "reasonable," within that zone bounded by confiscation on one side and a reasonable rate on the other, the legislature will dominate.

It should also be borne in mind that this protection which our railroads now have in the courts, and which I for one would be glad to see left there if properly exercised, can at any moment be taken away altogether. We act under a written constitution which is at any time susceptible to amendment. If it becomes clearly apparent that in its present form our Constitution lends itself to injustice and prevents the accomplishment of the right, then it will in due time be changed. I have for a long time thought that the outcome of all this conflict between legislature and court was likely to be an amendment to our Constitution, depriving the court of all power to set aside a legislative enactment dealing with private monopoly.

It will come to this: The railway rates of this country will be established by commissions, state and federal, of which the federal commission will be the most significant, both because the rates upon which it acts are of the most consequence and because its decisions will finally command the respect of state commissions.—From address by Commissioner C. A. Prouty before Pittsburgh Traffic Club.

DECISION AGAINST KANSAS GRAIN INSPECTION LAW.

The recent decision by the Supreme Court of Kansas holding invalid the statute under which the state grain inspector sought to enforce inspection at all elevators at Kansas City, Kan., was no surprise to those who had read the report of Commissioner Foster, directed by the court to take testimony, as published in the Journal.

The greatest interest lay in that part of the decision defining what is and what is not a public elevator, and this was favorable to the grain dealers.

The statute expressly requires all grain going into or coming out of a public elevator to be inspected by officers of the state grain department; no such express requirement is made with regard to other grain, and upon a consideration of the entire act inspection thereof is held not to be compulsory, the provisions of the statute with regard thereto being construed as referring to inspection made upon request of the owner.

An elevator in which the grain of different owners is kept entirely separate, but in which the grain of the same owner delivered at different times is mixed together, except where he directs otherwise, is not a public elevator within the meaning of a statute providing "that all elevators or warehouses located in this state in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which the grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, and doing business for a compensation, are hereby declared public warehouses."

The fact that the operator of an elevator reserves the right to mix the grain of different owners has the same effect in determining its public character as though the grain were actually mixed.

Having condensed its opinion as in the three foregoing paragraphs, the court said, in part:

The State brings mandamus against a number of railroad companies and the owners and operators of a number of grain elevators, the purpose of which, in a general way, is to require them to conform to the provisions of the statute providing for the inspection of grain. Evidence has been taken before a commissioner, who has made detailed findings of fact and conclusions of law. The case is submitted upon his report and the evidence.

The state asks that each of the railroad companies be required:

1. To furnish to the state grain inspection department daily manifests of all grain arriving in its freight terminal yards in Wyandotte County;

2. To permit the weighmasters and inspectors of the department to inspect and weigh the grain in cars in such terminal yards;

3. To collect from the proper parties and pay to the department the fees for such inspection and weighing.

And that each of the elevator owners or operators be required:

1. To procure a license to transact business as public warehousemen, giving a bond as such;

2. To make reports to the grain department of the movements of grain in and out of the elevators, and of the issuance and cancellation of warehouse receipts;

3. To permit the weighmasters and inspectors to weigh and inspect all grain moving into or out of the elevators;

4. To pay the fees for such inspection and weighing.

The two principal questions of construction are: Does the statute contemplate a compulsory inspection of any grain except that stored in public elevators? Can any elevator be public in which the grain of each owner is kept entirely separate and distinct from that of all others? The com-

missioner was of the opinion that the first question should be answered in the negative, the second in the affirmative.

Sec. 23 of the original act, after making it the duty of public warehousemen, whenever inspection and weighing is established, to receive for storage all grain tendered, proceeds "Such grain to be in all cases inspected, weighed and graded by a duly authorized inspector and weigher." A purpose to enforce the inspection of grain while in the course of interstate traffic, because of its Kansas origin or destination, is likewise one not readily to be inferred from ambiguous language. The statute in some respects is penal, and for that reason should be subjected to a somewhat stricter construction than might otherwise be appropriate. The right given an owner of grain consigned to a public warehouse to recall it, subject only to such charges as have already accrued (§ 32), seems to show that inspection is optional with him unless the grain actually goes into the public elevator. The same inference seems warranted by the provision that the act shall not be construed to prevent sales of grain by sample, regardless of grade. The various provisions of the statute, including those giving the grain department exclusive control of inspection, have abundant room for operation under a system where inspection is made (except as to grain in public elevators) only upon request. Most of these provisions are very similar, so far as the present question is concerned, to those of earlier statutes. A section of the act of 1891 (Ch. 248, § 42) provided that all grain grown in the state and stored in any public elevator or warehouse must be weighed and inspected as provided in that act. The distinction between compulsory and optional inspection which the present law seems to intend, was there made too plain for doubt. If it had been the purpose of the later act to efface the distinction, language would naturally have been chosen so explicit as to leave no room for controversy.

Private or Public.—Whether the elevators are now conducted as public or otherwise depends upon the construction of the clause—"in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved." This in turn depends upon the meaning to be attached to the word "lot" or "parcel." If the quantity of grain delivered by a single shipment, or at one time, constitutes a separate "lot," then the elevators are public. If the grain belonging to the same owner, whether delivered at the same or at different times, is regarded as constituting the same "lot," if so designated by him, then the elevators are not public.

If the fact that different deliveries of grain (whether owned by the same person or not) are not kept separate, makes an elevator public, then the fact that the grain of different owners is mixed together would necessarily do so, since such grain would constitute different lots or deliveries; and the words "in which the grain of different owners is mixed together," and all reference to different ownership could be stricken out of the act without altering its effect in the slightest degree. Different lots, in the sense in which the plaintiff uses the terms, could be mixed without mixing the grain of different owners, but the grain of different owners could not be mixed without mixing different lots.

The mixing of the grain of different owners is either the controlling consideration in determining the public or private character of an elevator, or it has nothing to do with it. The term "lot," if applied to the grain of a single owner (or to such part of his grain as he shall desire to be handled as a single lot, and kept separate from other grain) has a distinct and definite meaning. Evidence was given that it is so used in the grain trade. Any other meaning would be vague and indefinite.

Grain from the same farm, and of the same quality, might be delivered by the same owner at different times. There seems no sufficient reason why it should be regarded as constituting more than one lot, or why the different deliveries should be kept separate. Grain from different locations and of different quality might be delivered by its owner all at once, when it would seem to constitute a single lot on any theory. The classification of elevators into public and private, according to whether the grain of different owners is intermingled, is a natural one, the basis of which is readily perceived. A legislative purpose to make the test of the public character of an elevator turn upon the separate storing of grain of the same

quality and ownership, because separately delivered, does not distinctly appear, and is not to be readily inferred.

These conclusions compel a denial of the writ asked and make it unnecessary to pass upon the other matters that have been argued. A special order as to costs is necessary because of the fact, already referred to, that the operators of all the elevators involved, excepting the Terminal Elevators, reserved the right, prior to December 6, 1911, to intermingle the grain of different owners. We agree with the commissioner that the reservation of the right to reduce to a common mass the grain of different owners in store, had the same effect, so far as concerns the public character of the business, as the actual mixing of the grain. Therefore where this right was reserved the elevators were public and were subject to state control, until the practice was abandoned. Various provisions of the statute have been attacked as unconstitutional. If any of them are in fact invalid they are of such a character that they may be eliminated without affecting the act as a whole, which is valid. The defendants maintain that mandamus is not a proper remedy, that the state is not a proper party plaintiff, and that the relief sought is too general. We think the right to compulsory inspection of grain in public elevators is one enforceable by mandamus at the suit of the state.

The defendants maintain that the increased fees provided by the act of 1911 were so large as to characterize the statute as one for revenue and not for inspection, and that in this aspect it is invalid. The commissioner found that if, as contended by the state, inspection was compulsory irrespective of whether the grain was stored in public elevators, the normal annual income of the department would be between \$70,000 and \$75,000, and the expenses between \$55,000 and \$60,000. We do not think the indicated surplus sufficient, upon any construction of the act, to justify the court in attributing to the legislature a purpose to create a revenue under the guise of an inspection act. It follows that until December 6, 1911, which was after the case had been argued before the commissioner, the plaintiff was entitled to a writ against five of the operators of elevators. They ought therefore to be charged with a part of the costs of the proceedings (Nolte v. Telephone Co., 86 Kan. 770, 121 Pac. 1111), one-third of which will accordingly be taxed to them.

In a dissenting opinion concurred in by Justice Benson, Justice Johnston disagreed with the majority on both points and held the inspection and weighing was compulsory and that the elevators were public warehouses.—*Supreme Court of Kansas. No. 17598. State of Kansas, ex rel. John S. Dawson, atty-gen., plaintiff, v. Atchison, Topock & Santa Fe Ry. Co., et al., defendants.*

The "Souvenir Program" of the 19th annual convention of the National Hay Ass'n is well worth receiving and keeping as a reminder of the occasion. Sixty-four pages of heavy dove gray paper, tied with a silken cord, contain the official program, the list of members, officers and convention committees and a number of articles of value and interest both from a statistical and an historical standpoint, while twenty-five full page illustrations give the reader enjoyable glimpses of the attractiveness of the chosen convention city.

SIX SHIPPERS of hay and alfalfa to the Cairo market suffered heavy loss recently by neglecting to confine their dealings to members of the organized exchange. The danger of having any business relation with firms who cannot or will not join a central market exchange has been shown up so persistently and frequently that it would seem the time is near at hand when the shipper's first inquiry of the receiver who seeks his business should be "Are you a member of the local exchange and in good standing?" No exchange will tolerate swindling practices on the part of its members, hence it is but natural that receivers who desire to profit by sharp practices and skin games avoid exchange membership.

MUTUAL INSURANCE AS IT Relates to Farmer Elevator Companies.

[An address by J. J. Fitzgerald, at the National Assn. of Managers of Farmer Elevator Cos. at Minneapolis, Minn.]

Fire insurance is an interesting subject—interesting alike to the man within and the man without the profession. To the man within there is a varied field to browse over. He can exercise his mental faculties all the way from simple arithmetic to moral theology, if he be so inclined. To the man without, there is always time and opportunity to go after the inspector, the adjuster or the rate maker; and if he happens to be a member of the legislature with a real grudge against insurance companies, there is no end to the fun he can have.

What is this that touches all of our lives, yet so little is known about it? The United States Supreme Court has decided that it is not business; that is, in the sense that Congress has the authority to regulate it under that provision of the constitution which gives the national body the right to control interstate commerce.

Science will have none of it, because science is supposed to be exact—fire insurance is not. Some one has called it a magnificent system of guess work; the man in the street says it is gambling pure and simple, while the unregenerate refer to it as plain grafting. Maybe a mixture of all in about equal doses would hit it; but I prefer the definition of one who was poetically inclined, and said it was the "handmaid of commerce." Our great business system is based upon credit, and you all know that were it not for fire insurance, credits would be hazardous indeed.

History tells us that the Assyrians of old had a system of insurance. We know that the guilds of the Middle Ages, which seem to have solved a great many of the economic problems that we are now worrying our heads about, had their systems not only of fire insurance, but life and health as well. Insurance in general had its origin in the hazards incident to sending cargoes to sea.

Late in the seventeenth century it was the practice of people interested in the marine business to congregate in a coffee house kept by one Thomas Lloyd in Tower street, London. On account of the hazards of shipping, the custom grew up amongst them of insuring each other. Out of this developed the great London Lloyds of today, which will insure you against anything from the unpreparedness of twins to your chances of going up against fire in the hereafter. In 1666 the great London fire occurred. Eighty-five per cent of the buildings of the town were destroyed. It was then that the necessity of fire insurance was seen. The Hand in Hand, a mutual company, was organized, which is or was in existence up until a few years ago. The system of insurance by stock companies did not grow up until about 100 years later.

Life insurance and fire insurance differ in this respect: Life insurance is based upon a certainty—I might say a dead certainty—while fire insurance is based upon a contingency. We have all got to die—a building may or may not burn. The life insurance companies have it figured out from elaborate tables that go back for years just how many men out of a given group will die each year. They cannot say that you or I will die this year or next—that would be too much of a cinch—but they can say with certainty how many out of a given number will die. Therefore, the question of figuring the rate to be charged

becomes a mere mathematical computation. There is no guess work about it. Fire insurance, on the other hand, has so many uncertain problems to contend with that the rate question is a complicated one. Exactness is out of the question; but the law of average, upon which the whole system of underwriting is based, works out the problem as close as it can be worked.

In all fire insurance offices writing a general business the risks written are divided into classes—all country elevators, for instance, are grouped together; all dwellings are classified by themselves; all frame mercantile buildings are put into another class, and so on. Then the losses on each class and the expense of handling the business are charged against the premiums received therefrom, the theory being that each class of business must pay for itself, and a basis is arrived at to figure a proper rate for each class of business insured. It often happens that while one company may show a profit on a certain class of business, another company will show a loss. This may happen in one year, and in another year the experience will be reversed. Again one company may show a profit in one state on a certain class and a loss in another state, while the conditions will be the opposite with another company. Therefore, in order to arrive at a proper working basis for rate making, the experience of many companies over a series of years and over a wide territory must be taken. Of course, in rate making many other things must be taken into consideration—the construction and occupancy of a building; the class of fire protection; if a manufacturing plant, the kind and location of power, and, most important of all, the exposure hazard. No charge can be made in the rate for moral hazard because it is beyond computation.

Years of experience have demonstrated that the loss ratio on any class of risks will strike a certain average; it may be heavy one year and light another, but over a series of years it will average up. That being the case, an adequate rate must be charged to pay the losses and take care of the expense. In theory, no class should pay more than this, but each class should take care of itself. In practice it often occurs that through competition or otherwise one class is carried at a loss, while another class pays more than its share. Whether the company be stock or mutual, these are the principles under which it must operate to be successful; but the great difference between the two classes of companies is this:

The stock company pays no attention to the loss ratio, it looks to the rate. If the loss ratio is high, the rate is high. If the loss ratio is low, the rate is high anyhow. But the rate is the thing to look to. So long as it covers the loss ratio, well and good. If the loss ratio gets beyond the rate, why raise the rate.

The mutual company, on the other hand, striving to benefit its policy holders, works to reduce the loss ratio, and by reducing the loss ratio, reduces the cost of its insurance. It cuts out the poor risks, and improves the insurable ones. It confines its business to one or two classes, so that it will not have to carry one class at the expense of another.

In the Eastern States, we have a class of mutual companies writing sprinklered manufacturing risks. Most of them have been in existence a great many years, and they have carried the mutual principle to the point that their insurance costs today about 15 cts. on the \$100—just about what it costs you to put a cleaner in your elevator. They have reduced the loss ratio by improving the risks. I might add in justice to the stock companies that they have

seen the light and are today following to some extent the mutual principle.

The heavy loss ratio of the country has made this necessary. Notwithstanding the general opinion, the stock fire insurance business is run on a very close margin today. But it would seem that with all the improvements we have made along other lines since the civil war, we should show a reduced loss ratio. Yet we find that in the ten year periods since then it has not ranged two points.

From 1860 to 1870 it was 58.22% of the premiums received. From 1900 to 1910 it was 57.27%. The highest decade was 1891 to 1900, when it was 59.43%. Now, remember that the San Francisco and Baltimore fires occurred between 1901 and 1910, and yet the preceding decade showed a higher ratio. The reason for this is that in 1905, following the Baltimore fire, the ratio dropped to 48%, while in 1907, following the San Francisco fire, it dropped to 44.55%, the lowest point in 40 years. The reason, no doubt, is that the insurance companies and the general public were more careful after the conflagrations and increased the rate. In fact, in this stable loss ratio you will see that the stock company theory has been carried out—the premium income followed the loss ratio.

On the other hand, we find that from 1860 to 1910 the expense ratio increased from 31% to 38%. This increase has been wholly and solely in commissions paid to agents, which today averages 21% of the premiums. So you will see that with a loss ratio of 57% and an expense ratio of 38%, a total of 95%, the margin is close, and were it not for the interest the companies receive on their investments, some of them would be in mighty bad shape.

The tremendous loss ratio of the country. It is no longer a question of fire insurance. It is a question of stopping the waste, which we must stop or future generations will suffer. But if as much attention had been paid in the past to reducing the loss ratio, following out the mutual principle, that was paid to collecting premiums, the question would not be so acute. Fires cost us \$250,000,000 a year, and we spend an equal amount on our fire departments, a total of \$500,000,000 annually. We have the greatest fire fighting equipment in the world. We need it. Think of it, \$250,000,000 going up in smoke every year. It means \$2.72 for every man, woman and child in the country; \$13.60 for every family. Suppose every family in the country were made to pay a direct tax of \$13.60 every year, and the money was squandered. What do you suppose would happen? Why, the French revolution would be a pink tea in comparison. It means \$500 for every minute in the day. Think of lighting a cigar with a \$500 bill every minute. As against this the average for Europe is about 30 cents. In Italy it is 12 cents and it has never been higher than 49 cents in Germany. Chicago with two million people spends \$4,000,000 on fires and \$3,000,000 on its fire department annually, while Berlin, a city of 3,000,000 people, has a loss ratio of \$200,000, and its fire department costs \$300,000. You might think that this ratio refers to big cities and has nothing to do with elevators. Well, here is the record of elevator losses in the Northwest for the past three years:

	No. of elevators burned.		
	1909.	1910.	1911.
North Dakota.....	26	41	48
Minnesota	11	41	24
Iowa	12	35	32
South Dakota.....	11	20	32
Nebraska.....	11	20	19
Total	71	157	149



Fred Kile's Tall Elevator Fell as Readily as the Crib Before the Wind.

Out of these the following number of farmers' elevators burned:

North Dakota.....	2	9	6
Minnesota	1	3	1
Iowa	3	1	6
South Dakota.....	2	4	4
Nebraska	0	2	1

Total 8 19 18

Here we find that the losses on farmers' elevators have followed the loss ratio for the Northwest, and more than doubled for the past two years. Of course, to determine what has been the actual results of these fires, we would have to know the total loss, and the total insurance carried. We do know that in two farmers' fires in South Dakota in 1910, the loss was close to \$50,000. We also know that, taken as a whole, the elevator business has been a losing game in the Northwest during the past few years.

According to the best information at my command

North Dakota has 276 farmers' elevators. South Dakota has 185 farmers' elevators. Iowa has 337 farmers' elevators.

Minnesota has 237 farmers' elevators.

Nebraska has 164 farmers' elevators.

Now in order to work out the mutual idea, of course, there is no stopping point in the reduction of the loss ratio. But as it stands today, I would say that not more than one elevator in every one hundred insured should burn. Therefore, during 1911 North Dakota with 276 farmers' elevators burned 1 in every 46; South Dakota with 185 farmers' elevators burned 1 in every 46; Iowa with 337 farmers' elevators burned 1 in every 56; Minnesota with 237 farmers' elevators burned 1 in every 237; Minnesota with 237 farmers' elevators burned 1 in every 237; Nebraska with 164 farmers' elevators burned 1 in every 164. Total, 1,199 farmers' elevators burned 1 in every 66.

This record you will see shows well for Minnesota and Nebraska and makes a poor showing for North Dakota. South Dakota and Iowa; and as a whole, the record is too high; but, as stated before, the record of one year is not sufficient from which to draw conclusions. Nor is the record of the past of much value, without full data showing the number of farmers' elevators in the territory, and that it has been unable to obtain. But I find that from 1904 to 1908 inclusive, 28 farmers' elevators burned in the Northwest, with 14 in Minnesota alone, which, of course, offsets the record of the past three years, and substantiates what I have said about the law of average.

This changing loss ratio brings up a point that I desire to call to your attention, and that is the necessity of every insurance company carrying a reserve fund. You know, no matter how good a company's record may have been, let it have one bad year, with a high assessment, and immediately its stability is questioned. Therefore, the better plan is to maintain a reserve to be drawn upon in excessive years.

Problem of managers of farmers' elevators: You are the men on the firing line, and much depends upon you. You must reduce your insurance cost of operation. Success in any line means getting your cost of

operation down to the lowest possible figure. Therefore, your relation to the mutual companies writing elevator business is a close one. Their whole aim, and only reason for existence, is to reduce the loss ratio, and, therefore, the insurance cost to you. You may feel that your banker or insurance agent is entitled to your patronage, but tell me when did any of them ever suggest to you an improvement whereby you might reduce your rate, or reduce your life hazard? No, with them it is commission alone, and as I have shown you, commission is the big item of expense with the stock companies. If you are getting a low rate, it is simply on account of mutual competition, and nothing else; but a low rate doesn't solve the problem—some other class is paying for it.

The mutual principle must be made effective, frequent inspections must be made, the risk improved, more care, and a consequent reduction, in the loss ratio. Then your rate will get down where it belongs. You have no more right to receive a lower insurance rate than your neighbor, conditions being equal, than you have to receive a lower freight rate, or a lower tax rate. It is discrimination, pure and simple. Why, the moment the probe is inserted into the fire insurance, and it will be inserted before long, this is the first evil that will be corrected. The trouble in the past has been that fire insurance legislation has been a hit and miss proposition—something to satisfy the grudge of some fellow whose loss was not adjusted to suit him; but today a study is being made of the question. The Governor of Illinois appointed a commission last year to go into the subject. It made an exhaustive report, which is well worth reading.

The Commissioner of Minnesota is going into the business in a common sense way. However, I want to impress upon you that when the story is told, you will find that the Mutual principle will prevail. It is correct. The loss ratio must be reduced, and here it would seem is a place to show what co-operation can do. Here is an opportunity for the farmers' elevators. They can cut down the loss ratio on their own plants, and the place to do it is through the mutual companies that specialize on elevators, and have studied out the hazards in connection with the risks. To you who are in direct charge of the plants, we must look for results.

The Grain Dealers Journal is, of course necessary to our success.—J. A. Hughes, mgr. Hughes & McCoy, Howe, Tex.

Exports from India during 1910-11 included 2,579,406 cwt. of wheat, 498,645 cwt. of wheat flour, 496,320 cwt. of rice, 47,818 cwt. of gram and 731,722 cwt. of other exports; compared with 2,247,183 cwt. of wheat, 424,595 cwt. of wheat flour, 695,711 cwt. of rice, 120,979 cwt. of gram and 858,059 cwt. of other exports, shipped out during 1909-10.

THE WIND HAZARD OF High Elevators.

So many high frame elevators of studded construction have been wrecked by the wind recently, that the cyclone hazard of elevators of this character has been brot home forcibly to the owners of many plants of studded construction, which were empty. So long as the studded elevator is well filled with grain, it presents its maximum resistance to wind, but when empty, the boards stand on end like a house of cards and offer little resistance. The studded elevator also burns more rapidly.

The grain elevator of cribbed construction is seldom demolished by wind, altho frequently robbed of its cupola and the iron siding and steel roofing torn off. On rare occasions cribbed houses have been turned over, but only when they were empty.

Among the elevators recently wrecked by the wind was the elevator of Fred Kile at Kileville, O. Altho the foundation dimension of this elevator was only 16 x 30, it rose 72 ft. in the air, and exposed considerable surface to the wind. The house was blown over and the cribs and driveway adjoining, which were 60 x 40 ft., were also demolished, as is clearly illustrated by our engravings herewith. Most of the machinery, with the exception of the gas engine and corn sheller, was badly damaged. The house was built four years ago and was in good condition. It contained only 1,600 bus. of grain. Mr. Kile carried \$5,900 tornado insurance, which will help to reconstruct the building. Owners of studded houses owe it to their business to keep them well insured against wind.

The suspension of Proctor & Co., Ltd., of Liverpool, has caused widespread consternation and surprise and it is feared that the deficit may run up to \$500,000. The alleged defalcations of John Clarke, a trusted employee of the firm for 30 years is said to be the cause.

For making an interstate shipment of foodstuffs without having it inspected by government pure food agents, Judge McPherson of the U. S. District Court at Philadelphia, it is alleged, recently fined an Italian 50c. He had sent a box of foodstuffs to his sister in New York.



Fred Kile's Crib and Elevator Wrecked by Wind.

TRYING TO IMPROVE GRAIN Trade Conditions.

[From an address by B. A. Boyd of Indianapolis, before the Indiana Ass'n.]

In my judgment the Indianapolis market is in better condition today than for several years, but we appreciate that it is not perfect and the trade here in general is working earnestly to make further improvements. We realize that we are at times handicapped on account of limited elevator facilities, and frequently meetings of our entire grain trade have been held working to a betterment along that line, also at these meetings everything in reference to complaints against our market has been freely discussed and much is now being done to merit the confidence of the trade, attract business this way, and keep shippers satisfied.

At times shippers send grain here which we in turn forward to other terminal markets on through billing without unloading here, and when destination weights show a shortage or returns are held up in such markets, or delays occur on the railroads, the Indianapolis market gets the blame for it. With increased elevator facilities here, much of this trouble could be avoided by unloading weights as final.

Formerly we were subjected to severe criticism, and not infrequently justly so, on account of delayed returns, but through the combined efforts of our receivers we have been able to furnish prompt returns and have had but little complaint in handling this last corn crop. We have occasionally received complaints against our Inspection Dept., but where is there a grain market of any importance that has not this same experience?

Our Grain Committee is doing everything in its power to bring the inspection department up to the highest possible plane of efficiency, tho our inspectors, like those in other markets, are human and may make mistakes, but their integrity can not justly be questioned.

It has been charged that in public markets receivers may have the grade changed to suit their convenience. That does not and can not obtain in this market and we are loath to believe it does in any other reputable market of this country. Along this line permit me to call your attention to the following amendment to our Board of Trade rules adopted Aug. 15, 1911:

"The Chief Inspector shall not change a grade of grain after the sample has been delivered except on the recommendation of three disinterested members of the Grain Committee. Any changes made shall be reported to the secretary at once."

While it is necessary that you have the recommendation of three disinterested members of the Grain Committee before the grade can be changed, our Inspector is not even then compelled to change the grade if in his judgment it has been correctly stated; however, in such cases the interested parties may appeal to the Grain Inspection Appeals Committee, whose decision is final.

Excessive Discounts.—If dissatisfied shippers to this market request that sample be referred to our Discount Committee for adjustment (no interested parties being permitted to serve at any time) their request is complied with and the decision of that committee as to discount is final.

Our Grain Committee has jurisdiction over the Board of Trade Weighers, who are all under oath and bond. Each sworn weigher has been instructed fully by this committee as to his duties and every effort is being made to furnish accurate weights. Within the past ten days our Grain Committee has made its most recent thoro inspection to ascertain the facilities for weighing at the various plants where qualified Board of Trade weighers are employed.

Last September our board adopted a uniform Board of Trade Official Weight Certificate, something we had never had before, and which I am informed is giving general satisfaction, in that it gives fully the complete method of unloading, condition of car as to leaks, seal record, capacity of car, etc. This uniform certificate is recognized by the railroad companies in evidence of loss in transit. I consider it quite important that the regular grain shippers of this state adopt at this time a uniform weight certificate showing method of weighing and other necessary information, also bearing the notation, "These scales were officially examined and tested on blank date by the Chief Official Scale Inspector of the Indiana Grain Dealers Assn. and found correct." I am quite sure that your Claim Department will find this an advantage in supporting claims and that it will also meet with favor by the railroad companies.

Our Grain Committee has employed the Chief Official Scale Inspector of this Assn. to make regular inspections, and he has just completed his first inspection of scales where Board of Trade weighers are employed. His report is now in the hands of our committee, also the Secretary of your Ass'n. Our committee is of the opinion that your Inspector is a competent man and believe it would be advisable to have the scales at each end of the line tested by the same man. We made this arrangement through the office of your Secretary and trust it will be entirely satisfactory to all interested parties.

We have recently added to the title of our "Chief Grain Inspector" that of "Chief Weighmaster," who shall have general supervision over all the Board of Trade Official Weighers. If at any time our Board of Trade weights are not satisfactory to shippers it is the desire of our Grain Committee that you file your complaint, returning Weight Certificate direct to the Secretary of the Board of Trade, who will place it before the committee, and I assure you that in every instance a thoro investigation will be made. If for any reason you prefer to send it to the Secy of this Assn. I have no doubt he will be pleased to present it for you.

A general complaint of shortages in any market will hardly have the effect to correct same, while specific complaints lodged with the committee having jurisdiction over the Official Weighers will enable it to investigate the specific cases and know if complaints are more numerous against one weigher than another, thus materially assisting in locating trouble.

I have told you what Indianapolis is doing to improve grain trade conditions and perhaps you can tell us how we may further improve along this line. We will be glad to have your views, for what we desire and need is co-operation on the part of country shippers.

I will cite a few recent experiences of my own that you may better appreciate what I mean in asking the shippers to aid us in bringing about improved grain trade conditions.

On May 13 I had inspected here on track NYCH 100199, grading Sample Yellow Corn, damp, Rgs. musty and warm. Had no advice nor B/L from the shipper and realizing the dangerous condition of it wired the shipper, also wrote him stating that I had no instructions on it and asking for papers and authority to sell. Tried for several days without results, and finally used the long-distance phone to talk to one of his neighbor grain dealers asking him to urge the shipper to say something. B/L with draft was finally presented and paid on May 20th, developing the fact that shipment was made May 9th; draft not made until May 15th (6 days later) and finally sold on May 20th after car had stood here on tracks for 8 days, deteriorating all the time, demurrage accruing, and rebilling privilege made void on account of the limit having expired.

Underbilling. On May 8th I had inspected here A. T. & S. F. 33220 loaded with 2 Red Wheat by an Indiana shipper. Draft was presented with B/L showing loaded weight 56,000 lbs., while shipper's invoice weight to me was 71,710, and on which basis he made draft.

I made sale and when necessary papers were delivered to my buyer he refused to pay on basis of loading weight in view of the B/L weight calling for 56,000 lbs. Put yourself in position of the buyer and I am satisfied you would take the same position in honoring drafts on shipments underbilled.

There is absolutely no advantage in underbilling, but on the contrary shippers are liable under the law, both Federal and State, for tendering shipments, based on false weights, and furthermore, it is extremely difficult to collect from the railroad companies claims for shortages when shipments show underbilling.

Delayed Advices: On Saturday, May 18th, I had in from an Indiana shipper car 24578 M. S. P. & St. M., grading Sample Yellow Corn, damp, rotten grains, musty in bottom. While this corn was not warm, vet buyers were afraid that it would be before they could get it unloaded, as it was during the germinating season, and the last bid I had on it was about 15c below the market for 3 Yellow Corn. While it is true this corn was consigned to me to be sold to best advantage, yet feeling it might be a disappointment to my shipper I wired him at 12:45 P. M., giving him all this information, and asking him to instruct immediately if I should sell. Received no reply on Saturday and had no word from him on Monday morning previous to the opening of the market, which was about 1c lower, after which I received a telephone message from him instructing me to do the best I could.

On the same date I had in CRI&P 37722, grading Sample Mixed Corn, very dirty and containing rotten grains. While this corn was not musty, sour nor showed any signs of heating, yet it was so very dirty that buyers were afraid of it, bidding at least 10c below the market for No. 3 Mixed. I wired the shipper at the same time asking for instructions and at 10 A. M. Monday received a wire to sell to best advantage, after market had declined.

On May 31st I had inspected here on track from an Indiana shipper L. S. & M. S. 27733, Sample Yellow Corn, dirty, Rgs. bluehearts 14 3/5% moisture, and for which I furnished him official inspection certificate. I wrote my shipper on same date explaining that altho it was dry yet was objectionable from the buyer's standpoint on account of containing so many damaged grains, stating further that as I had not received a satisfactory bid from my buyers here had forwarded samples to out of town parties with a view of making good sale the day following. Shipper entered no objection at the time to the grade or the probable value and receiving no instructions from him to the contrary I made sale the day following to buyer in another public market, the buyer feeling that with this low moisture content there would be no danger of corn heating notwithstanding it was during the germinating season. I advised shipper of sale on June 1st, and on Tuesday, June 4th, I received a letter from the shipper from which I quote as follows: "Received your letter with sale of car 27733. It seems like you were very easy on your buyers in allowing them to take the corn at 10c discount. Somebody will make from 5 to 7c on this corn. The writer thot you would look after our end instead of the buyer's end. We are very, very, very much disappointed with the sale of this corn."

In the same mail I received a letter from the buyer of this car inclosing official inspection certificate at destination, dated June 3rd, three days after sale was made, certificate reading as follows: "Sample Yellow Corn, damp, rotten grains, musty, warm," and I wish to quote from the buyer's letter relative to the same shipment.

"We are in receipt of car 27733 that we bot from you. In regard to the price will say that we feel that we paid you at least 5c per bushel more for this car of corn than what we were buying the same class of corn for in our own market. You will see by inclosed certificate that we certainly got a poor car of corn."

I submitted to the shipper the name of the buyers, with the suggestion that he take it up with them direct, for further information as to the condition of the corn. The above is offered in explanation of the fact that occasionally shippers may be mistaken as to the condition and probable value of their grain and that you may all know that the life of the commission man is not all one of sunshine and roses.

With these few instances cited, you will no doubt agree with me that there is room for improvement on the part of shippers as well as receivers. In most instances the shippers are perhaps too careless, they not appreciating the necessity of a prompt reply to inquiries requiring an immediate answer and the importance of handling the documents in a more business like manner.

The following suggestions, if carefully observed, will in my opinion aid considerably in bringing about improved grain trade conditions:

- 1st. Furnish a complete uniform weight certificate on each car as soon as loaded and mail to consignee with instructions whether on consignment or on contract.
 - 2nd. Show actual loading weight on each B/L.
 - 3rd. Show the name and number of seals.
 - 4th. Have all B's/L show routing and rates and signed by the R. R. Agent in ink or indelible pencil.
 - 5th. See that all B's/L are properly endorsed.
 - 6th. Instruct your banker to send all your drafts to Indianapolis direct.
 - 7th. Clean all your grain carefully before shipping, as it is time and money well spent in so doing.
 - 8th. If your shipment contains a different quality of grain from that indicated on the surface it will be much to the shipper's advantage to so advise consignee.
- This matter apparently is frequently overlooked, generally resulting in a loss to the shipper. For instance, if a shipper partly loads a car with either mixed or yellow corn, completing it with white corn, the Inspector being unable to probe deep enough in the car to find the colored corn, the same being sold to a white corn miller who is in position to use nothing but pure white corn; on unloading, the colored corn is discovered and car rejected, resulting in additional switching charges, rebilling privilege made void and in numerous ways

causing additional expense, which of course must all be borne by the shipper, while, had he advised the consignee of the actual contents on loading, shipment might have been sold at a small fraction less and accepted without any objections on the part of the buyer.

9th. If consigning, I would suggest that first you select your commission man in whom you have confidence that your interests will be properly protected, and I might be permitted to digress enough to say that this same suggestion might with propriety be made with reference to sales made direct or through brokers, since the elements of confidence and integrity are of the utmost importance in all lines of business, and absolutely necessary in the grain business if proper results are to be obtained. The conservative and successful banker has long since discarded the theory of increased dividends from excessive rates of interest, the integrity of the borrower being regarded a necessity equal to if not superior to the question of collateral. The grain man can no doubt augment his dividends as well as to increase his comfort and the pleasure of his business by the adoption of the banker's practice, hence the highest bidder is not necessarily the one to whom the sales should be made, either direct or through the commission man or broker.

Leaking in Transit: Some of the trade journals are to be commended for their efforts in obtaining and publishing information relative to cars leaking in transit. Many of the shippers of the country have entered into the spirit of this matter by noting and reporting cars found in bad order as they pass through their respective stations. This information is of so much importance to the trade, especially in the adjustment of claims for shortage, that every shipper should make it a special feature of his business. Within our own knowledge members of this association have been able to substantiate their claims for shortage by reason of such information.

The matter of filing claims with the R. R. Co's is a subject of importance that is being considered by most of the associations as well as the railroad companies, and I wish to add my approval of the general proposition of the assns. maintaining such departments. I know from personal observation that the claimants are better able to secure payment of claims when they are carefully prepared and followed up in a systematic manner by these departments than when filed by either the claimants or the receiver in their behalf, as the railroad companies will not pay irregular claims, and in fact are prohibited from so doing, but many intricate questions of tariff, rules, etc., are involved and frequently overlooked by the claimant, when if properly developed and presented to the carrier would bring the claims within the scope of legal authority and result in their payment; so I earnestly urge all shippers to take advantage of this department, and in doing so I do not wish to be understood as trying to avoid a proper duty that I may owe to my trade, for whom I have in the past filed many claims, and in the future it shall be my purpose to continue to do so when requested; but, as above stated, I believe the best results will follow the general use of these claim departments.

Great is wheat and Lichstern is still its profit.

"Jimmie Grainer what is the difference between a long ton and a short one," asked the teacher.

Jimmie—"The weight of the driver."

The day that he made money on wheat—"Congratulations, old man, your head's level. Speculation's a great thing."

The day that he lost—"Say where's your sense? You ought to know better than to gamble."

"I think I will try to reduce my weight," said the corpulent farmer.

"You've made a good start," murmured the grain dealer, as he noted the pieces of old iron thrown off the wagon on the return trip from the dump.

The Kansas Agricultural College department of chemistry has made an analysis of kafir cane fodder which simply confirms the previous knowledge that the poisonous element which is developed by the sorghum family of plants under certain conditions of growth is prussic acid.

NEW GRAIN FIRM AT AMARILLO, Tex.

The Lone Star state is such a great empire in itself, it is but natural that grain dealers should gravitate to railroad centers, which are of great advantage in accumulating and distributing supplies. San Antonio, Galveston, Houston, Ft. Worth, Dallas and Wichita Falls have been largely favored by the grain dealers in the past, and of late the grain dealers of the Panhandle section of Texas have favored Amarillo.

The latest accession to Amarillo's list of dealers is the Plains Grain Co., formerly located at Groom. This company was started by Mr. Eugene S. Blasdel at Groom about one year ago. Recognizing the advantages of Amarillo for a wholesale grain business, Mr. Blasdel recently moved to this center.

He was brot up in the grain business under the late J. M. Brown, who handled the grain business of Chas. Counselman & Co. in Iowa for a number of years. After serving under Mr. Brown as helper at the Gowrie elevator he was later promoted to handle that station. Afterwards he was manager of the Brown & Windsor elevator at Valley Junction, Ia. From this position he was promoted to traveling auditor and superintendent of construction for Chas. Counselman & Co.

He gave up this position to accept a similar one with the Neola Elvtr. Co. of Chicago, and continued with the Neola Co. until he removed to Texas and engaged in the lumber business. After establishing and selling the lumber yard, he started the Bank of Groom, but like all experienced grain men, he could not resist the temptation to turn back into his old line of business, under the name of Plains Grain Co. With the larger field of action and the greater opportunity afforded by Amarillo's shipping facilities, that town's new firms should help materially to increase its grain business.



E. S. Blasdel, Amarillo, Tex.

RULINGS OF I. C. COMMISSION.

Conference rulings of the Interstate Commerce Commission, issued July 1, 1912, of interest to grain shippers follow:

356. DISCLOSING NAME OF CONSIGNEE.—Upon inquiry: *Held*, That it is unlawful for a carrier to disclose to a shipper the name of the ultimate consignee of a shipment reconsigned in transit by the original consignee.

357. DEMURRAGE, SWITCHING, RECONSIGNMENT, AND DIVERSION CHARGES ON A CARLOAD SHIPMENT TRANSFERRED INTO TWO CARS.—In case a shipment leaves a point of origin in a single car and for the convenience of the carriers is transferred in transit into two cars which are subsequently detained at destination beyond the free time, demurrage should be assessed as for one car only, so long as either car is detained; and in such cases switching, reconsignment, and diversion charges should be assessed as for one car only. (Amending Rule 250; see also Rules 273, 274, 331 and 339.)

362. ASSIGNMENT OF CLAIM.—In awarding reparation the Commission will recognize an assignment by a consignor to a consignee or by a consignee to a consignor, but will not recognize an assignment to a stranger to the transportation records. (Amending Rule 246.)

363. PAYMENT BY CARRIER OF TOLLS ON TELEGRAMS.—A carrier's tariffs provide that it will pay for telegrams by consignees to shippers when they contain nothing in addition to the necessary specific instructions to route shipments over its rails: *Held*, That such a rule, when lawfully incorporated in the tariffs of a carrier, is not objectionable. (See Rules 302 and 327.)

365. CARRIERS ACTING AS FORWARDERS OF SHIPMENTS.—Conference Rulings 98 and 337 do not apply when the consignment is to or in care of the carrier itself for the purpose of being forwarded by that carrier from the point of receipt, at the regular rate, over its own line and connections according to routing instructions, and when no lawful through rate is defeated and no discrimination or other violation of the act results. In no case may the same person act as the agent of the carrier and the shipper.

366. DEMURRAGE CHARGES RESULTING FROM FAILURE TO GIVE NOTICE AT NAMED ADDRESS.—Upon informal complaint it is *Held*, That when the definite address of a consignee is noted upon the bill of lading it is the duty of the initial and of each succeeding carrier to transmit that address to connections participating in the movement, and the duty of the delivering carrier to send notice of arrival to that address; the carrier at fault in this respect will be held liable for demurrage or storage charges accruing as the result of the failure of the notice to reach the consignee. (See Rule 127.)

A bulldog was found in an oat bin of the Farmer's Elevator at Upham, N. D. His 18-day fast convinced him of the danger of the cupola. No barks lost.

"The boys seem discouraged about plantin'," said Mrs. Cornatassell.

"Yep," replied her husband, "they turned up a few square feet of dirt and then held a meetin' and posted resolutions to the effect that it was a shame to spoil such fine fishin'-worm pasture."

WESTERN GRAIN DEALERS ASS'N AT SIOUX CITY

About fifty grain dealers of Sioux City, Ia., and tributary territory were present at a meeting called by Geo. A. Wells, Sec'y of the Western Grain Dealers Ass'n. The meeting was held the afternoon of June 28th., in the rooms of the Sioux City Commercial Club, and was called to order by E. A. Fields, Pres., of the Ass'n., at 2:15 P. M.

Mr. Fields welcomed the dealers, and credited the warm weather with being the cause of many absentees. He said, "These sectional meetings are proving very profitable, from the fact that the dealers in the distant points are not able to attend the annual meeting in Des Moines, but through these district gatherings are able to meet and discuss questions and topics pertaining to the grain trade with their neighbor dealers.

"We passed a resolution at the last annual meeting to invite the grain men of Nebraska and South Dakota to affiliate with our Association.

"This Association's former purpose was to settle local scraps, but in latter years the work has been too great for it to give any time to these disputes. We do not stand for the violation of any law, but we do aim to do good by our members.

"The Ass'n was founded in April, 1900, and the earliest problem confronting its members was 'Weights,' loose business methods and carelessness in the terminal markets. The association originated the plan to elevate these departments, and demanded better service in the execution of their business. The arbitrary dockage was done away with, and arbitration enforced among the Ass'n's members.

"We were the originators of the Corn Judging Contests and of the sending out of 'Corn Special' trains, and I think Iowa responsible in a large part for the educating of the farmer to test his grain before planting. Crop reports have been sent out from time to time. We have forced the payment of many disputed claims, and have established principles for claim payments.

"A scale inspection bureau has been established, and Mr. Nolan, the official tester, has an automobile, thus making it possible for the testing of a larger number of scales.

"I advise the grain men of Iowa, Nebraska and South Dakota to appoint committees to take care of any questions which may arise in the different State legislatures, and see that no law is passed detrimental to the grain business.

"The Ass'n has lowered interest charges, secured the establishment of a maximum time allowed for inspection, cooperated with other associations in obtaining a suspension of Dr. Wiley's ruling under the Pure Food Law concerning grain, and we now invite every dealer of Iowa, Nebraska and South Dakota to cooperate with us through membership."

Mr. Fields, after receiving loud applause, introduced Mr. H. A. Foss, Chief Weighmaster of the Chicago Board of Trade. Mr. Foss read a paper on "If I

Were a Claim Agent," from which we take the following:

IF I WERE A CLAIM AGENT.

First let us suppose that you were a claim agent. What would you do with the thousands of shortage claims that would necessarily pass through your hands? Would you pay them regardless of the evidence? Perhaps you would; but I believe you wouldn't, i. e., you wouldn't if you were familiar with the character of the weighing, loading and unloading facilities that are in use everywhere. You wouldn't if you knew all about the conditions conducive to incorrect weights that exist at so many loading and unloading points. You wouldn't if you were as familiar with shortages and shortage claims and their causes, as I am.

On the contrary, if you were a fair-minded man, you would handle each claim absolutely on its merits. You would determine, so far as possible, the responsibility for each discrepancy. You would consider each possibility, and each probability. You would take into consideration the reliability of the weights of the claimant, and be guided accordingly. You would honor or decline each claim within a reasonable length of time. You would acquaint yourself with the many causes for variations in weights, and in this, the handling of thousands of claims of all kinds would materially aid you.

As for the railroad company you would represent, it would profit by your knowledge of the causes for so many shortage claims, for I am convinced you would see the value of, and inaugurate, a comprehensive campaign of education among shippers and receivers of grain that should result in a surprisingly large reduction of shortage claims.

My observations, I believe, justify my conclusion that the solution of the "shortage-claim" problem, in a large measure, is in publicity, and in education; and, moreover, I am well persuaded that the most effective weapon with which to fight this source of contention is within reach of every claim agent. Through his vast experience with claims and their causes, and by rubbing elbows with the shippers and receivers who file these claims, he necessarily gains a fund of information and knowledge directly bearing on the real causes for shortage claims, and if the light of this experience was focused with its full force in the right direction, the whole atmosphere of claims would be clarified. The result would be such an awakening among those who maintain antiquated grain weighing and grain handling machinery, and among those who still tolerate slovenly, slipshod methods of recording and verifying weights, and among those who practice the eleventh commandment, "Do others or they will do you," that railroad officials and shippers would think the millennium had come.

If I were a claim agent, my aim would be to locate, and to eliminate the causes for the thousands of otherwise unexplained shortages, even if I was compelled to visit each and every grain handling point along the line. I would circularize every grain loading station on my road. I would stir up so much interest in the subject that the shipper would be ashamed to enter a claim without first investigating its merits. Similarly would I be ashamed to decline a claim until I had gone into the matter thoroughly. On the other hand, I suppose if I were a claim agent, galavanting up and down the line correcting evils and unsatisfactory weighing conditions, I would have very little time left to adjust your claims. Probably it would be better if this "correcting work" was placed in the hands of some official who could specialize in this particular line, and who would be authorized to keep in close touch with the claim agent, the claims, and the claimants.

Car Condition Reports: Frequently I have received letters from shippers asking if it would be practicable for my department to send car condition reports at the time we issue the original weight certificates giving an account of any broken seals, or of any "repair patches" that we may find, and regardless of whether or not there is any leakage apparent. The reasons given for wanting such car condition and seal reports with the original certificates of weight are that the writers do

not want the delay consequent to an investigation by the weighing department; that they want matters handled in such a manner that all their bookkeepers will have to do in cases of differences in weights will be to file claims against the railroads.

Shipper's Duty: It occurs to me that, when a shipper finds a difference between the weight recorded by him and the weight recorded by the terminal weighmaster, it is his duty before entering any claim against the railroad—

First: To investigate and verify the weight of the grain at the point of origin.

Second: To have the weighing and unloading of the grain verified at destination.

Until after the shipper has done this, in my opinion, he is not justified in entering claims against any railroad for shortage and for the reason that such procedure entails upon the carrier a performance which he himself should fulfill; and what is of greater importance, until after the shipper has conducted such investigations he can not know whether or not there exists any real shortage.

This brings to my mind a claim of shortage for 288 bushels which was paid to a shipper at Duluth. Sometime later, the Canadian elevator operator who unloaded the grain gleefully told me, in strict confidence, that he had found the 288 bushels of wheat in his elevator, but when he learned that some one else had paid for the shortage he was willing to let well enough alone.

To illustrate further, the value of careful investigation, I shall read from a letter received by me relative to differences in weights on two cars that were handled at Chicago elevators:

"Dear Sir: I have just received from Blank & Co. your certificate of weight for two cars of corn. One of the cars is short 6,000 and the other 3,000 pounds. There is no use in asking you to investigate these shortages, for I know full well what your answer will be. I just want to say that I am tired of being robbed. Either the grain was stolen at the elevators where it was unloaded, or it was stolen in transit, for the cars were well coopered and grain-tight when they left here, as I coopered them myself. I shall file claims against the railroad company for my loss, and I want to notify you that some one is going to pay for this steal.

"Yours truly,

Later it developed that two other cars, which were loaded by this same shipper, overran his loading weights some 9,350 pounds, thereby restoring our blasted reputation. Upon inquiry, I found that this shipper determined the weights of his cars by weighing the grain in wagons as it was brot from the farmers. It was then stored in different elevator bins, and an itemized account kept of each bin. Later, he would ship the contents of a bin without reweighing, using the original in-weight for his out-weight. This instance, and I could cite scores of them, clearly demonstrates that prompt and careful investigations at points of origin will often prevent much ill-feeling, and abusive letter writing.

Investigations at terminal points, by public weighmasters, frequently explain away differences which otherwise might be charged to dishonesty, or to the carrier. Only recently, one of the cars weighed on a railroad track scale by one of my weighmen fell short 5,000 pounds. Later, we investigated the matter and found that one of the main levers of the scale had been broken when the car was set on the scale platform. This broken lever caused the scale to register an incorrect weight, hence the shortage. Not knowing of the broken lever, however, we issued a clear certificate of weight for the car. It is obvious that had we not learned of the shortage, and investigated the matter, the railroad would have received a claim from the shipper which it would either have paid or, perhaps six months later, declined.

In view of these, and scores of similar occurrences, I would be justified, were I a claim agent, in expecting shippers to be guided by simple suggestions for entering claims which I would adopt for their guidance. For my part, I would not bury claims in pigeon holes for weeks and months at a time before declining them, but I would investigate all claims, and honor or decline them, within the shortest possible period of time.

I would keep in touch with each shipper's facilities for weighing and loading his grain, and with his system of verifying his weights. Where I found the shipper's facilities and methods conducive to inaccuracy and shortage, I would notify him accordingly, and endeavor to have needed reform inaugurated at his station.

I would inform shippers who did not use due diligence in caring for their weighing machines, and who did not have their

scales regularly and properly inspected and tested, that their claims would not carry the same weight as the claims of shippers who use intelligent safeguards.

When considering claims for alleged losses I would not take into account the volume of business a shipper gave my road, nor would I in any other way give one shipper preference over another in the matter of adjusting claims. But rather, the reliability of the weights of each shipper, and the reliability of the methods and equipment used by each, would be the determining factors. Similarly would I investigate and consider the reliability of the weights returned from the unloading point.

Rules for Terminal Weighmasters: Nor would I neglect to lay down reasonable rules for the guidance of terminal weighmasters, and if they would not co-operate with me by living up to those reasonable rules I would notify them, as I notified the shipper who used unreliable methods and scales, that their reports would have little or no weight with me.

Were I a country shipper, on the other hand, my whole endeavor would be to build up a reputation for accurate weights so that a claim agent would not have the courage to decline any of my claims without first conscientiously investigating. I would install good scales in such a manner as would insure correct weights. I would then acquaint Mr. Claim Agent with the character of my equipment, with my methods of weighing and loading, and with the measures I had adopted to protect my weights. I would also familiarize the railroad's local forwarding agent with these matters. Similarly would I impress upon Mr. Terminal Weighmaster the fact that my equipment, and my methods were reliable. I would prove to him, if I could, that my weights were just as good as his weights. I would co-operate with him by mailing him at the time of each shipment a record of my loading weight for each and every car, and I would expect him, in turn, in case of any excessive discrepancy in the weights, to make an immediate and thoro investigation at the time of unloading. While waiting for his report I would make just as thoro an investigation at my elevator as I expected Mr. Weighmaster to make at the unloading elevator. And if these two investigations indicated the accuracy of the weighings at both ends of the line, I would expect Mr. Claim Agent to pay the shortage, provided, of course, that my grain was in condition during transit. Such procedure and such methods would soon convince the railroads that I was on the square, and that my word and my weights were to be depended upon, which would insure fair and honest treatment of my claims.

Shipper Will File Statement: You have perhaps heard that one of the extensive grain carrying railroads has, or is about to inaugurate a system which will compel shippers to file with its local forwarding agent a certificate giving in detail the loading weight and the manner of obtaining that weight. The certificate blanks are to be furnished by the railroad company, and the information asked for can be readily filled in by the shipper, as a majority of the questions can be answered by a cross mark. These certificates will require the shipper to furnish the for-

warding agent, before the car leaves the loading station, information as to the kind of grain loaded, and as to the condition of the grain, i. e., whether or not it was hot, also the style of scale used in weighing, and under whose supervision the scale is regularly tested, and the date of the last test; and whether, in loading, the grain was handled through a bin or sink between scale and car, or handled direct from scale to car.

The certificate further requires from the shipper such other detailed information of character that should enable the claim agent readily to determine the probable accuracy of the weight reported at the point of origin, such, as for example: Where wagon scales are used, the date of weighing each load, also whether the wagon was weighed empty each time, and the distance between the car and the wagon scale, and whether the roads were dry or muddy. Where automatic scales are used the certificate wants to know the commencing and ending numbers of the register. It also asks for the number of draughts tested during the weighing of each load, and the result of each test. In case of estimated weights, the certificate calls for the average depth of grain, as well as the actual test weight per bushel of the grain. It also requires that the certificate be signed by the man who actually weighed or estimated the grain.

Without discussing the need for each detail which these certificates require of the shipper, I want to say that the plan, as outlined, looks feasible and fair, and I see no reason why a shipper should not be glad to furnish the railroad's local agent at the time of the shipment with information relating to the weighing and loading of his grain. He should be willing to furnish the carrier a verification of the loading weight which he expects to use as a basis for filing claims in case any excessive variations should be shown. Similarly there is no good reason why the man who weighs the grain at destination, whether he be a public weighmaster or a private individual, should hesitate or refuse to supply the shipper, the consignee, or the railroad with all the information he has recorded relative to the condition and seals of the car, and the unloading and weighing of the grain.

I have been informed that the road inaugurating this weight certificate plan which I have just described has also arranged to have a leakage-form accompany each weight bill for use of agents and for the conductors of trains. This certificate, I understand, is to have a diagram of a car on its face, and the agents and conductors will be required to record on this diagram a report of any leakage of grain in transit, or any broken seals. This should eventuate in good to the shippers as well as to the railroads.

Applause.

Upon request Mr. Foss explained the workings of the weighing department of the Chicago Board of Trade. He told how practically every elevator in Chicago was furnished with an "upstairs" and "downstairs" man. The work of the former is to see that the Hopper scales

balance before beginning the day's weighing, and to make a number of tests during the day, to see that the turn-head is clear and not leaking, and then to check each draft with the weigher for the elevator. The "downstairs" man takes care of the "spotting" of the car, and through the day makes frequent trips down into the sink to see that everything is in working order. A full report of the condition of the car, weight, position spotted and general facts is then sent to the Board of Trade for the respective buyers of the cars. Mr. Foss said, "Gentlemen, you can see how that your receiver or commission man is in no way responsible for shortages. The weighers do not know who the car belongs to."

Mr. Foss presented a plan whereby cars could be inspected at the out-laying switch yards of the Chicago railroads in regard to their condition before being patched or reaching the elevator. This inspection would cost about 25c per car. A vote concerning the views regarding the advisability of this plan resulted in one vote for the inspection.

Mr. M. E. DeWolf, Spencer, Ia., "As long as every railroad furnishes weighing facilities for shippers of all merchandise, other than grain, I think that every railroad should be bound to furnish adequate weighing facilities at every station where grain is handled."

J. A. Tiedeman, of Sioux City, spoke on "The Practical Use of the Moisture Test for the Country Shipper," from which we gather the following: "I believe that the moisture tester comes nearest to being the practical solution of corn inspection question than anything we have had. Our firm adopted the buying of corn by moisture test at country elevators, but found it slow work, where only one dealer made this practice. Then dealers bunched together and installed a tester in the village drug store, but this practice proved unsatisfactory on account of the many disputes arising over different results from the same corn tested. The general use of the moisture tester at our elevators has proved profitable, and we only find a discrepancy sometimes in line corn. I have now come to the conclusion that a moisture tester is just as necessary to a grain man as the scale. We have found the tester to work out well with the country shipper and the terminal market man. It has often been our experience that we have lost trade



Meeting Western Grain Dealers Ass'n, Sioux City, Ia., June 28.

by buying by moisture tests, but we have saved the discount losses. The tester eliminates guesses. Money lost in weight less than money lost in discounts."

E. A. Fields led a discussion regarding "The Cost of Owning and Operating a Country Elevator." He gave the following figures as an average cost:

6% int. on \$4,000 building and machinery.	\$ 240
\$2,000 capital at 6%.....	120
Manager or owner's salary.....	900
Extra help.....	300
Power.....	100
Depreciation and repairs.....	200
Insurance.....	100
Telephone, telephone and stationery.....	100
Taxes.....	50
	<hr/>
	\$2,110

Handling 100,000 bus. per year gives a cost of over two cents per bush. for handling.

He said further that grain men are storing and handling grain at too low a margin.

Geo. A. Wells gave a short talk on the working, development and present standing of the Association.

Adjourned until 6:30 P. M.

The Evening Session and Banquet.

All were invited, and nearly all attended the Banquet tendered to the grain men by the Sioux City Commercial Club in the new Jackson Hotel. After cigars were lighted, Mr. D. M. Evenson, of Knapp & Spencer, told 'em some good ones on the grain trade. Mr. Evenson was formerly a grain man at Platte, S. Dak.

Mr. Bell, Traffic Commissioner, spoke on "Grain Rates from Sioux City Territory;"—"The grain man is the go-between of the producer and the consumer, he is the Captain of Industry. Every grain shipper must have his grain rates before him continuously, freight rates are most important in his business. We are interested in the reduction of local freight rates from the country known as the 'Sioux City Territory,' that country within a radius of 200 miles from Sioux City. Geographical surveys show the land of this territory to be about the same within this radius. Iowa has the lowest freight rates of any State in the Union, in fact too low. In 1888 Iowa's present rate laws were passed, and were proven reasonably low. Now if Iowa's freight rates are reasonably low, why not establish the same rate in those States, namely North and South Dakota, Nebraska and Minnesota, where the geographical survey is almost similar. These States are responsible for the prosperity of the railroads entering it, and the States are responsible to the railroads for their boom, why not get together?" Applause.

Mr. Wells gave a short talk on the workings of the Legislation Committee of the Grain Dealers National Ass'n, and of the results of the different trips to Washington. He said the first trip was for the hearing of the Food and Drug Act, which was reversed through the staunch support of the different associations and farmers.

The second trip concerned Federal Inspection, and he did not think Federal Inspection would be installed, but felt confident that the Government would Standardize Grades.

The third session in Washington was a hearing regarding the Anti-Future Bill, the principle of which was to discourage the speculation in the grade trade. He told of the knowledge of the men on the Agri. Com'te in charge of this bill, and how not one representative was from a grain state, and none knew anything concerning the grain business.

On the fourth visit to the Capital the com'te discussed again the Bill for Federal Inspection. Illinois, Minnesota and Missouri have State Inspection, hence the Government cannot install Federal Inspection in the States, except in interstate inspection, and then it is doubtful whether the Government could step in.

Adjourned *sine die*.

Convention Notes.

E. A. Armstrong was there from Milwaukee.

Omaha sent C. D. Sturtevant, J. B. Swearingen and J. S. Westrand.

Pencils were given out by E. G. Cool, representing Philip H. Schifflin & Co.

Crop prospects promised a bumper crop for all the country tributary to Sioux City.

The Western Grain Dealers Mutual Fire Ins. Ass'n presented the dealers with a wood pocket rule.

Failure to fix any definite headquarters caused confusion, lateness and absence at the meeting and banquet.

Chicago was represented by C. H. Thayer, Clark Brown of Rumsey & Co., H. H. Mullin and A. J. Moore of Gerstenberg & Co.

Those present from South Dakota were: H. D. Nelson, Viborg; C. E. Fitzsimmons, Elk Point; Oscar Swenson, Vermillion; J. J. Smith, Platte, and A. P. Frisbie of Hudson.

Nebraskans present were: J. B. Hassmann, Coleridge; E. W. Moscher, Allen; H. H. Perry, Wynot; J. S. Long, Hubbard; John C. McQuillen, Ponca; Geo. P. Bissel, Wells-Hord Grain Co., Central City; John Noecker, Wynot; J. B. Hatch and F. J. Hopkins, Dixon.

Iowa grain dealers attending were: C. E. Lowry, Cushing; F. W. F. Weenink, Carnes; D. W. Lowry, Fredericksburg; W. W. Sylvester, B. S. Wilson & Co., Ft. Dodge; C. F. Corr, Salix; E. M. Tracy, E. E. Oats & Co., Storm Lake; G. Gleysteen, Alton; H. L. Sharp, Wheeling; A. W. Randall, Conrad; J. C. Hebb, Cleghorn; M. E. DeWolf, Spencer, and F. J. Turner of Fonda.

An average estimate of 2% dockage is at present required on all wheat produced on account of weed seeds, etc., according to the statement of Dr. E. Brown, botanist in charge of the seed laboratory of the Bureau of Plant Industry at Washington, D. C., who bases his estimate on the analysis of over 700 carloads or larger lots of wheat. He does not include shriveled or broken grain in the estimate, figuring merely the weed seeds and chaff.

The Hamilton copyright bill now in Congress is designed to correct an omission in the copyright law which has been practically unsuspected up to this time. Legal precedents have established the fact that the copyright privilege does not cover labels on commercial products, it having been so decided in a famous landmark document of 1891 which was based on the decision of the Supreme Court in 1874, shortly after the present law was enacted. The new bill distinctly covers "labels, trademarks, firm names, and special designs, pictures, prints, wrappers cartons, containers and advertisements" and the infringement is made to apply to any person "who shall knowingly and wilfully sell, make or have in possession any infringing copies," of such labels.

Feedstuffs

Hammond, Ind.—Chapin & Co. incorporated to operate grain elevators and flour mills; capital stock, \$150,000; incorporators, R. W., C. J. and G. M. Chapin.

The J. G. Peppard Seed Co., of Kansas City, Mo., has registered the word and letter "Triple-P" as a trademark for poultry food, with serial No. 56,505.

The Canadian Stock Food Co. of Sask. have selected a site at Moose Jaw and will immediately erect a two-story building for the manufacturing of stock foods.

The American Hay Co. has bot the plant of the Alfalfa Meal & Mixing Co., at Hutchinson, Kan., and will remove the machinery to a new plant at Townley, N. J., in charge of C. S. Briggs.

Baltimore received 1,038 tons of feed and shipped 126 tons during June; compared with 383 tons received and 36 tons shipped in June, 1911.—James B. Hession, secy. Chamber of Commerce.

A trade mark has been registered by P. M. Swartz & Sons, feed dealers of Waukesha, Wis. The emblem consists of the word "Cornfalfa" printed in Old English type, with quotation marks. The firm claims use since Nov. 1, 1910.

At a recent meeting of the North Carolina Millers Ass'n a resolution was passed condemning the rule of the State Dept. of Health, which calls for a tax on feedstuffs manufactured from grain and makes no charge on human food when prepared from the same grain. The legislative com'te was instructed to take steps to gain relief along this line at the coming session of the State Legislature.

Conflict between the weight law and the feed law of the state, and lack of uniformity with similar laws of other states, were explained at the recent meeting of the Southern Kansas Millers Club by L. A. Fitz, of Manhattan, who has charge of the pure feed law enforcement in Kansas. He suggested that the assembled millers make some sort of recommendations to the next legislature for amendments which would smooth over some of the rough places.

Grain screenings are prohibited in feed under the Virginia law; and to remedy this injustice the American Milling Co. has brot suit against the pure food officials of that state, for an order of court enjoining them from enforcing the law on the ground that it is an unconstitutional attempt to prevent the sale of feed made of ingredients not injurious to the health of animals. Registration of the feed in question was refused by the Virginia officials solely on the ground that it contained grain screenings. It is admitted that the company's products are plainly labeled and exactly as represented.

Before Sept. 1, 1912, it will be necessary under the new Massachusetts feed-stuffs law, to register all feeds intended to be sold during the year beginning June 1. Philip H. Smith, deputy director of the Mass. Agri. Exp. Sta. at Amherst, Mass., is mailing copies of the new law, which conforms to the law approved by the Ass'n of Feed Control Officials, and requires no fees, as the execution of the law is provided for by an appropriation. All feeding stuffs except those ex-

empted in the act must bear a tag or label stating: The name and address of the manufacturer or person responsible for placing the feeding stuff on the market; the weight of the contents of the package; the minimum percentage of protein; the minimum percentage of fat; the maximum percentage of fiber. In the case of mixed or compounded feeds a statement of the ingredients contained therein.

All certificates of registration for the sale of feedstuffs, exempted from the tonnage tax required of manufacturers of concentrated commercial stock foods in Virginia, expired June 29 and all new certificates, under the new law will be issued by the State Dairy and Food Dept. Warnings have been issued to all dealers and a general notice of the law sent out by the food commissioner, so that proper registration can be made. By the terms of the statute the pure byproducts of the wheat mill, known as wheat bran, wheat middlings, wheat shorts, ship-stuff, mixed wheat bran and wheat middling, and red dog flour; also the products of the corn mill known as cracked corn, hominy, grits, corn meal and corn bran unmixed with other material, are exempted from the requirement to have attached to the packages the Virginia inspection tag, or to show the chemical analyses. If, however, the analyses or percentages of protein, fat and fiber are shown they must be maintained. Such pure byproducts must have affixed or printed thereon a plain statement certifying the net weight of the package, the name under which the article is sold and the name and address of the manufacturer or party responsible for placing the commodity on the market. The manufacturer, jobber or dealer must make application to the Dairy and Food Commissioner for registration before offering any such goods for sale in this state, giving the daily capacity of the mill and paying the required fees.

NEW ELEVATOR AT MANITOWOC, WIS.

A malt storage and shipping elevator of the most up-to-date construction has just been completed at Manitowoc, Wis., as a part of the malting plant of the Wm. Rahr Sons' Co.

The elevator, which is shown in the engraving herewith, consists of a working house, 56x26 ft., 108 ft. high; and the adjoining 12 circular bins of 250,000 bus. capacity.

The foundation is of piles, cut off 11 ft. 6 in. below the base of the rail. The track scale is also carried on piles, so that there is no possibility of its getting out of alignment. The scale is of 100-ton capacity, Fairbanks, and housed in the structural steel track shed in front of the working house. The sides and roof of the shed are covered with corrugated asbestos. The entire plant is absolutely fireproof in every respect, being built wholly of reinforced concrete and steel.

Below the 8-story working house is a basement extending under the bins, for the spouting and belt conveyors; and above the bins is a cupola to accommodate the belt conveyors and trippers. The bins are of concrete, 20 ft. inside diameter and 80 ft. deep.

To insure absolutely clean malt at the time of shipping the elevator is equipped with special machinery to handle, clean and ship the malt either direct from the malt house or from the storage bins with the least possible amount of handling. From the two malt houses the elevator receives malt by means of a 30-in. belt conveyor above the storage bins, and on the way to store or to cleaning machines the malt is weighed. The elevator is equipped with three 30-in. belt conveyors above the bins and two 24-in. below the bins. Two of the belt conveyors above the bins are supplied with two pulley self-propelling trippers.

Included in the equipment are 1 receiving elevator with 7½x8x16 buckets;

2 shipping elevators with 7x7x14 buckets; 1 receiving Fairbanks Scale, 1,000 bus. capacity; 2 shipping Fairbanks Scales, 1,600 bus. capacity; 4 automatic sacking scales, 3 bus. capacity each; 2 Monitor Sprout Packers; 2 No. 11 compound shake Monitor Malt Separators; 2 dust collectors, and electric passenger lift. All the machinery is driven by a 100-h.p. direct current motor, taking current from the company's power plant. The entire plant was designed and erected by the Witherspoon-Englar Co.

CROOKED ELEVATORS.

BY A STRAIGHT BUILDER.

The above heading covers more than the bidding on an elevator with little, or no foundation, causing it to settle and become "crooked," out of plumb, pulling to pieces, rotten material and poor workmanship, also cheap and insufficient equipment. It means also, plans put out by "imitation" builders—the worthless kind, gotten out to show a large capacity at 75% of the cost of the REAL thing.

As a general thing the man or men who let the contract for an elevator can not judge the merits of a plan, they are like the fellow who said, "All coons look alike to me"; therefore the CAPACITY and PRICE, with whatever "favor" the one has who submits this trash, is considered.

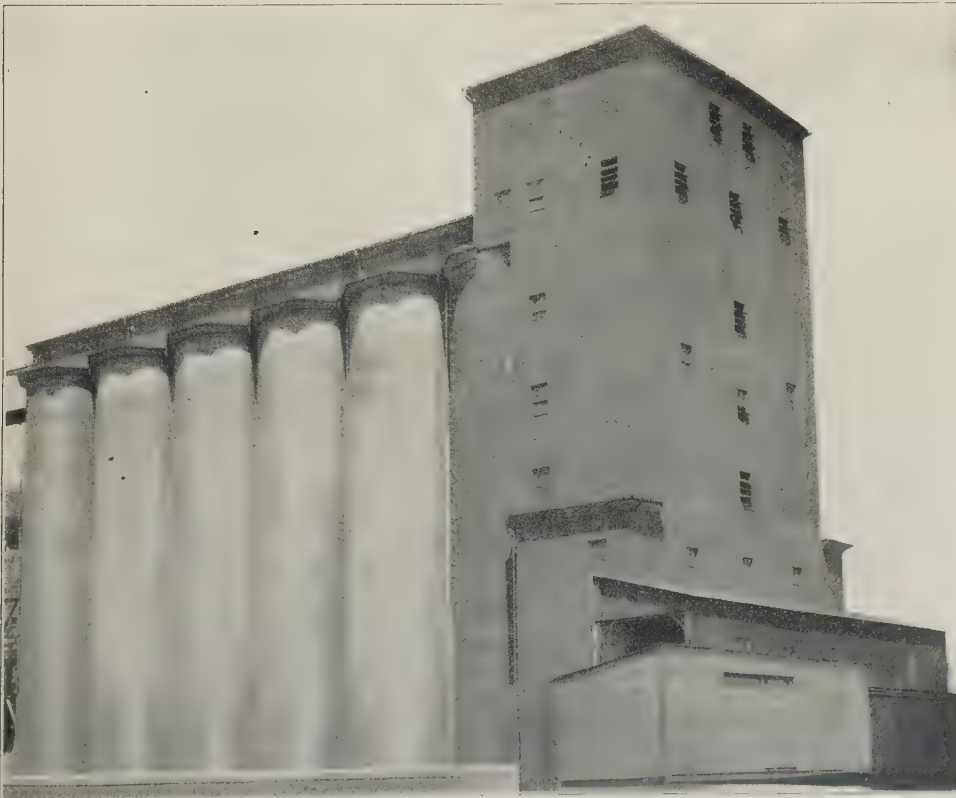
I have so persistently brot to the notice of contemplative builders the VITAL importance of SUFFICIENT FOUNDATIONS, especially PIT WALLS, that most of the inquiries we receive now specify the pit "walled to the bottom." One builder to cover this point plastered with a 4" thickness of cement on the dirt, and really convinced the owners this was "walled to the bottom of pit." Others, to prevent the dirt from caving into the "hole in the ground" place a 6x8 on top the pair against the dirt sides and shoring from one to the other, the same as done when digging trenches where sand or wet clay is found. This saves from 300' to 500' of concrete, making quite a saving in the cost.

However, all this is not the kind of "crooked" work I want to bring before those planning to build. This is plainly evident, and the owners are a party to it, where "graft" is employed. At a point in Minnesota (we have the building about completed) one "pair" of contractors enclosed a check for \$300, payable to the directors, if they secured the contract. Nix on their securing the work. At another point in South Dakota two directors controlled the company. The contractor paid each \$100, and secured the contract at less than our cost, and he will make some profit on the work even at that!

At a point in Iowa (we have the building about completed), after bids being opened, one of these "straight" contractors used every persuasion possible to get the secretary one side, in order to lower his price to get the work. It was "too near home" and did not work out.

After a partner, or director, has been "bought," he or they cannot say a thing, if the contractor does anything contrary to that shown by plans and specified.

What can an owner who wants a good, clean job do? Build his own elevator? NO: HE is not in the building business, and could not locate experienced assistants. He is not experienced in the purchase of materials and when he is thru his elevator is an "imitation" at 25% to 40% more cost.



New Elevator of the Wm. Rahr Sons' Co., at Manitowoc, Wis.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—According to a statement of Cecil E. Munn, pres. of the Munn Corn Products Co., this city yearly receives 4,828 cars of corn, 1,726 of oats, 22 cars of wheat, 526 cars of bran and 936 cars of feeds. He says: If the receipts and shipments from the various Arkansas markets were totaled the results would show Arkansas to be the largest distributor of grain, grain products and hay of any state in the South, and in addition to this we are also raising each year a large crop of corn, oats, hay, etc., which is rapidly consumed.

CANADA.

Winnipeg, Man.—The Producers Grain Com. Co., incorporated; capital stock, \$100,000.

Cardston, Alta.—J. M. Tanner is organizing a farmers elevator company at this station to build an elevator, costing \$7,500.

Mortlach, Sask.—Farmers are erecting a 60,000-bu. elevator, with 42 bins, double engine and double dumps.—R. I. Parsons, of the Central Grain Co.

Transcona, Man.—The Canadian Pacific Ry. has let contract to the Barnett & Record Co. for the erection of a 1,000,000-bu. concrete transfer elevator.

St. Johns, N. B.—The C. P. Ry. Co. is making rapid headway in the construction of an elevator. A sea wall is also being built to protect the elevator site.

Gananoque, Ont.—The W. E. Pearce Co., Ltd., incorporated to deal in grain and grain products; capital stock \$20,000; incorporators, W. E. Pearce and C. A. Thomson.

Winnipeg, Man.—W. J. Bettingen, of the Grain Exchange, has denied the report that his firm was offering \$90,000 a year for a 5-year lease on the Manitoba government elevators.

Winnipeg, Man.—A cabinet of silver was recently presented to K. C. Allen, mgr. of W. S. McLaughlin & Co., of the Grain Exchange, by members of the Exchange as a wedding present.

Winnipeg, Man.—K. B. Stoddard & Co., Ltd., incorporated to deal in grain, cereals and produce, erect elevators, etc.; capital stock, \$300,000; incorporators, K. B. Stoddard and Jas. Stewart.

Vancouver, B. C.—Geo. Bury, vice-pres. of the Can. Pac. Ry. Co., has informed the Board of Trade that the railroad company will have elevators in operation at this port in October, 1914.

Calgary, Alta.—Alberta Grain Co., incorporated; capital stock, \$100,000; authorized to do business in British Columbia, to purchase or erect elevators, etc.; incorporator, David R. Ker, Vancouver.

Vancouver, B. C.—License has been granted to the Alberta Grain Co., Ltd., and registration as an extra-provincial corporation has been granted to Chas. H. Lilly Co., a grain and seed dealer of Seattle, Wash.

Winnipeg, Man.—Notice has been issued by a number of the terminal elevators that they will not accept any more tough wheat, and that all such wheat stored in the elevators must be moved by owners within 30 days.

Victoria, B. C.—C. H. Lugin and a party from this city recently visited Ottawa in an effort to interest the Dominion government in the establishment of an elevator here. Nothing definite was accomplished, however.

Calgary, Alta.—Nicholas Bawlf, pres. of the Northern Elevator Co., of Winnipeg, has been in consultation here with W. J. Ker, head of the Backman & Ker Mfg. Co., of Vancouver, with a view of securing the co-operation of the western grain men in regard to the shipment of Alberta wheat to the Pacific Coast.

Fort William, Ont.—E. J. Chamberlin, the new pres. of the Grand Trunk, promises that the elevator capacity of the company at this port will be doubled by fall when the company will be ready to handle 6,000,000 bus. of grain at the head of the lakes. All the elevators of the company will be enlarged and improved and preparations made to take care of 30,000,000 bus. this season.

Vancouver, B. C.—As soon as the proper facilities for handling wheat are established at this market and the amount of traffic warrants a sample grain market, the Dominion government will take steps to establish it. The natural advantages of Port Alberni on the west side of the island will make it the best wheat-shipping port in British Columbia, and it is officially announced that the government will construct two large docks in the harbor.

Fort William, Ont.—The Dominion government has purchased a site for the 3,000,000-bu. terminal elevator, which it intends to erect, but is having difficulty in finding a contractor who will agree to erect the gigantic structure in the desired time. The officials in charge want the elevator completed in time to handle the crop this fall, but as they specify steel and concrete as materials, this will be nearly impossible, owing to the slowness necessary when this type of construction is used.

Regina, Sask.—Eight big elevators, belonging to the Western Canadian Flour Mills Co., Ogilvie Mfg. Co., Winnipeg Elevator Co., the Canadian Northern Co., Sask. Farmers Elevator Co., Will Grant, Mooney Seed Co., and the Cook & Van Stone Elevator Co., were leveled and reduced to a mass of twisted beams and wreckage in a cyclone that struck this city at 6 p. m., June 30. One of the largest elevators was lifted bodily by the storm and carried a distance of 50 feet from its foundation. The total storm loss in the city will reach \$5,000,000.

Winnipeg, Man.—The directors of the Manitoba Grain Growers Ass'n met June 10-11, and adopted the following resolution dealing with the government elevator problem in Manitoba: "In view of the fact that the Manitoba government has decided to abandon the operation of the government owned elevators in Manitoba, and that negotiations have been carried on between the officials of the Grain Growers Grain Co. and the government with a view to an arrangement being entered into under which the Grain Growers Grain Co. could operate the elevators under a lease, we, the directors of the Grain Growers' Ass'n, desire to express our opinion that, if such an arrangement could be brot about, it would tend to promote the best interests of the farmers of Manitoba in the marketing of their grain. Letting the elevators purchased by the government revert again into private operation would revive and accentuate the difficulties and troubles of former years."

IDAHO.

Drummond, Ida.—The Colorado Mill & Elevator Co., of Denver, has let contract for a cribbed elevator at this station to the P. H. Pelkey Constr. Co., work to be begun at once.

Cambridge, Ida.—The new elevator now under construction by the Cambridge Mfg. & Elevator Co. has a bin capacity of 70,000 bus., divided into 17 bins each 60 ft. high. A warehouse with a capacity for 50,000 bus., is also being built so that the company will have a total capacity of 125,000 bus. when the plant is complete. From the bottom of the elevator pit to the top of the cupola is 110 ft. Adjoining the elevator is the concrete power house equipped with a 25-h. p. gasoline engine. The elevator will be equipped with the latest machinery.

ILLINOIS.

Lawrenceville, Ill.—The Horner Elevator & Mill Co. has been dissolved.

Paxton, Ill.—C. E. Thrasher has taken over the elevator interests of C. O. Thrasher.

Roseville, Ill.—J. T. Boland has succeeded A. Stratton as mgr. of the Farmers Elevator Co.

Stonington, Ill.—W. Loveless, of Taylorville, has about completed his elevator.—R. S. Nelson, Taylorville.

Rio, Ill.—I have secured a position as mgr. of the Rio Grain Co.—Fred F. Current, formerly of Indianola.

Saybrook, Ill.—I am now located at this station.—A. L. Horner, former mgr. of the Cooksville Grain Co., Cooksville.

Earlville, Ill.—The firm of Alvin Kaminsky has been changed to Kaminsky & Co., with R. A. Strong as a member.

Weldon, Ill.—W. A. Webb has succeeded the L. F. Webb Grain Co.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Miller sta., Millersville p. o., Ill.—J. J. Connerly has succeeded Ben A. Neal.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

Saidora, Ill.—We are contemplating the erection of an elevator on the C. P. & St. L. R. R. at this station.—McFadden & Co., Havana.

Morris, Ill.—The Farmers Square Deal Grain Co. has bot 2 acres of land on the new Yorkville-Morris railroad and will build an elevator.

Decatur, Ill.—The G. C. Cutten Grain Co., incorporated, capital stock, \$25,000; incorporators, G. C. Cutten, C. P. Cline and F. L. Evans.

Kappa, Ill.—We sold our elevator at Kappa to R. C. Mathwig, of Warren, Minn., who has not yet come to Kappa.—Summers Bros., Bloomington.

Vanwood Sta., Springfield p. o., Ill.—Thos. Sudduth is erecting a 20,000-bu. elevator at this station. The W. H. Wenholtz Constr. Co. is doing the work.

Dalton City, Ill.—The Farmers Grain Co. is equipping its elevator with a Reliance Automatic Scale and a 30-foot Constant "Safety" Ball Bearing Man-lift.

Crossville, Ill.—The elevator of S. M. Woodrow & Co., was bot by Wm. C. Smith, of Carmi, instead of C. M. Smith, as reported in this column June 25.

Coal City, Ill.—The elevator now being constructed by Jno. Trotter will be 40x25 ft. and 60 ft. high with a 12 ft. team shed and will have a capacity of 35,000 bus.

La Moille, Ill.—La Moille Farmers Co-operative Society, incorporated; to deal in grain and farmers supplies; capital stock, \$3,500; incorporators, H. M. Stacy, Richard Hall, J. M. Rapp, L. A. Hetzler and B. F. Bash.

Boone Gap, Ill.—The Couch Elevator Co. has leased the J. H. Sims elevator here and took possession July 1. J. H. Sims will retire from the business and his son, L. W. Sims, will engage in another branch of the business.

Edinburg, Ill.—Mr. Rink, former supt. of the Farmers Elevator Co., has bot ground just north of the passenger depot of the B. & O. to erect an elevator and will organize a new farmers company.—R. S. Nelson, Taylorville.

Sandwich, Ill.—The Farmers Grain Co. is building a new 50,000-bu. cribbed elvtr. Equipment will include an Invincible Grain Cleaner, Hall Distributor, 2 Hall Elevator Legs and Richardson Automatic Scale. A local contractor is doing the work.

Dwight, Ill.—Farmers Elvtr. Co. has been organized with a capital stock of \$15,000 and will soon have an elvtr. in operation. Officers of the company are John Schrotberger, pres.; O. W. Patten, vice-pres.; Martin Hoffman, sec'y., and Geo. Steichen, treas.

Springfield, Ill.—Within the next 30 days work will be started by the Beggs & Lynn Grain & Elvtr. Co., of Ashland, on a \$150,000 elvtr. on the site of the old roller mills. They have secured an option on 4 acres of land and will have an up-to-date plant.

Taylor Ridge, Ill.—The elvtr. at this station, burned June 17, was known as the Crawford Elvtr. and was owned by Chas. H. Wayne, being operated jointly by the C. R. I. & P. and the R. I. Sou. R. R's. The elvtr. and contents were a total loss, but the amount was fully covered by insurance.

Cornwall sta., Kewanee p. o., Ill.—The Atkinson Farmers Grain Co. has let contract for a 40,000-bu. elvtr. to the Burrell Eng. & Constr. Co. The building will be equipped with sheller, cleaner, automatic scale and man-lift. A 10,000-bu. corn crib will be attached to the elvtr. and all ear corn will be dumped and carried into the crib on a conveyor and brot out on another conveyor to the sheller. The work is to be completed by Aug. 1.

El Paso, Ill.—We have let the contracts for two elvtrs., one at Panola, 3 miles north of here on the I. C. R. R., and one at Kappa, 4 miles south on the same road. Both elvtrs. will be modern in every respect and will be equipped with man-lift, automatic scale, etc., and will be run by electric power. The W. H. Wenholtz Const. Co. will do the work. This will give us four elvtrs., all of which will be managed by W. G. Nelson from this station. Omer North is pres. of our company.—El Paso Elvtr. Co.

Representative Tice of the ways and means com'te of the Chicago Ass'n of Commerce, says that \$22,000,000 have been wasted on Illinois roads in the last 14 years. He claims that this state has as bad a system of road-making as any in the country and that its roads are among the worst in the well settled states, and asks: Isn't it time to establish a modern system which shall stop the heavy waste of money and effort and at the same time give us main thorofares throughout the state which shall be a credit to Illinois and a perpetual profit and pleasure to its people?

S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n., attended a meeting recently of the Western Passenger Ass'n, Chicago, the subject under discussion being a request from the Illinois Grain Dealers Ass'n to the Western Passenger Ass'n lines to transport test weights of the official scale inspector of the ass'n under excess baggage rules. The contention of the grain dealers was that all lines of railway had a special financial interest in the proposition to have scales of grain shippers kept in accurate condition; that the interest of the carriers was equal to that of the shippers in having loading scales tested frequently, and that it would very materially lessen claims for loss in transportation, or, in other words, the carriers would be assured that claims which were filed by members of the Illinois Grain Dealers Ass'n, whose scales were inspected frequently, were accurate and just, and relieve the carriers from the suspicion of shippers that claims might be on account of variation of scales or inaccuracies. The question is under consideration with the Western Passenger Ass'n, which has taken up the question with the railway lines in the state of Illinois, with a view of getting uniform action.

Fairbanks, Ill.—J. A. Davis is equipping his elvtr. with a No. 16 U. S. Grain Cleaner, a No. 2 U. S. Corn Sheller, two U. S. Friction Clutches and Dandy Turnheads. He is also making extensive repairs on the old machinery. The B. S. Constant Co. has the contract.

A special com'te of members of the Illinois Grain Dealers Ass'n., composed of W. L. Shellabarger, U. G. Sinclair, R. J. Railsback, Ralph Hasenwinkle and Sec'y Strong held a meeting at the La Salle Hotel, July 2, to discuss the proposition of the railroads to increase freight rates on grain in Illinois and the same com'te attended the hearing of the Central Freight Ass'n on the following day.

The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: Harry Woods, Chicago; Adolph Kempner Co., Chicago; H. S. Antrim & Co., Cairo; C. B. Fox, New Orleans; Thos. Sudduth, Springfield; J. J. Connerly, Millersville; Dean L. Moberley, Streator; V. L. Anderson, Sheridan; B. L. Christy, Viola; R. E. Zenke, Indianola; Bonges & Hatten, Cedar Point; J. H. Ernest, Arcola; John Holbrook, Ashley; Pierce & Hamilton, Gifford; W. C. Williams, Wady Petra, Stark p. o., and Center Lumber Co., Burgess, Viola p. o.—S. W. Strong, sec'y.

CHICAGO NOTES.

The wife of James Norris, the grain exporter, died July 1.

The revised rules governing the seed trade on the Chicago Board of Trade are published in another column of this number.

A bucket-shop inquiry into the operations of several alleged commission firms is under way by the local federal authorities.

The Consumers Hay & Grain Co. suffered a loss of \$10,000 by fire June 26. Twenty horses belonging to the company were burned to death.

Lipsev & Co., incorporated to deal in grain; capital stock, \$50,000; incorporators. David Howard Lipsey, Wilson F. Henderson and L. G. Vincent.

Chicago Callers: L. W. Sims, Bone Gap, Ill.; S. W. Strong, sec'y Illinois Grain Dealers, Ass'n, Urbana, Ill.; John Howell, Cammack, Ind.; R. A. Strong, Earlville, Ill.

The remains of the late Geo. F. Stone, sec'y of the Board of Trade, were buried at his old home in Newburyport, Mass., June 26, on the 51st anniversary of his wedding.

Edward Lewis Jacobs, member of the Board of Trade, died July 3, of heart disease. He was 36 years old and was connected with Clement, Curtis & Co. at the time of his death.

South Chicago Elvtr. C has recently loaded out 46,553 bus. of No. 3 corn that was received into store as No. 2 mixed; and 23,529 bus. of sample grade that was No 2 when received.

The first car of new oats to reach this market arrived from Kansas City, July 2. They were Texas red rust proof and graded No. 2 mixed, selling at 49c. Last year the first arrival was from Illinois, July 10, grading No. 3 red mixed and selling at 44½c.

The directors of the Board of Trade declared regular July 9 the elvtrs. of the J. Rosenbaum Grain Co. and J. C. Shaffer & Co., having a capacity of 7,500,000 bus., increasing the regular storage to 16,000,000 bus. These houses are South Chicago C and Annex, J. Rosenbaum A and B; Chi. & St. Louis A and Annex, and Rock Isl. and A.

The extreme heat of July 5 was the cause of the breaking of a custom of many years standing on the Board of Trade. No matter how torrid the weather, brokers on 'change have worn their coats, but the rule was set aside by order of Pres. Bunch and until further notice the trading floor will resemble a ladies' tea party, in the variety and color of the masculine shirt waist.

Otto E. Reichelt, confidential agent for E. R. Bacon, has been indicted on the charge of obtaining \$23,000 from Bacon by a confidence game. The former charge of embezzlement has been non-suited.

The fifty-fourth annual report of the Board of Trade, which gives a complete review of the trade and commerce passing within the scope of that body during the year ending Dec. 31, 1911, has been issued under the direction of Sec'y George F. Stone, recently deceased. The book is of the usual character, containing in addition to statistics and information, a complete list of all members of the Board of Trade.

Elevators declared regular by the directors of the Board of Trade July 1 for the ensuing year, were Armour Elvtr. Co.'s Elvtrs. A, B, B Annex and C; Bartlett-Frazier & Co.'s Calumet Elvtr. C; and E. R. Bacon's Wabash Elvtr. Approval of the applications by two other companies has been deferred, pending a report by a special com'te composed of Ed Andrew, Frank Rice, Robert McDougal, Joseph Simons and Adolph Gerstenberg. The regular capacity created is 8,550,000 bus.

New members admitted to membership in the Board of Trade are Earl E. McConnell, Lima, O.; Jos. H. Vail, Walter Stern, Milwaukee, and Mervin C. Harvey. Applications for membership have been made by Courtney H. Casebeer, Gerald B. Stephens, Geo. E. Booth, Jacob M. Oppenheimer, Chas. W. Bliss, Fred C. Abbey and Jas. A. White. The following memberships have been posted for transfer: the estates of Wm. E. McQuiston, Henry C. Gray and Geo. F. Stone, and certificates of A. Richard Frank, C. A. Richey, Henry Sproul and Gordon T. Paine. Memberships are selling at \$2,350 and \$2,400 net to the buyer.

The following statement in regard to the elvtr. situation was recently made by Pres. Bunch of the Board of Trade: Some anxiety has been displayed by members of the Board of Trade regarding the likelihood of having regular storage to meet the requirements of the trade after the termination of this month. Receipts for grain put into store in regular warehouses prior to July 1 of this year will, under the rules of the Board of Trade, be regular for delivery until the 31st day of December of this year. Attention of the members is drawn also to that portion of Section 1, Rule 21, which provides for emergencies, and it is needless to state that the officers will avail themselves of this rule for the protection of the trade. It is believed, however, that before any such emergency arises, the controversy will be amicably settled.

INDIANA.

Chalmers, Ind.—The Chalmers Grain Co. is building an addition to its elvtr.

Mt. Vernon, Ind.—The Farmers Elvtr. Co., incorporated; capital stock, \$25,000; A. W. Mackey, pres. and gen. mgr.—F.

Thorntown, Ind.—The Farmers Elvtr. Co. has bot the elvtr. of R. S. Stall & Co.—B. Bailey, mgr. Colfax Grain Co., Colfax.

New Richmond, Ind.—Union Elvtr. Co., incorporated; capital stock, \$20,000. Will establish an elvtr. with Chas. Haywood in charge.—F.

Evansville, Ind.—The grain store of R. G. Fisher burned June 24, in a fire which destroyed the C. & E. I. freight house; loss \$10,000.

Vincennes, Ind.—The Murphy Distilling Co. is rebuilding the elvtr. recently burned and will equip it with Nordyke & Marmion machinery.

Boyleston, Ind.—Clifton Cobee & Co. has placed two "Safety" Platform Wagon Dumps in the elvtr. driveway. C. A. Drake did the work.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. has increased its capital stock by \$125,000, adding \$25,000 common and issuing \$100,000 preferred.

Browns Valley, Ind.—The Browns Valley Grain Co. is building a 25,000-bu. elvtr. and will complete it for the new crop. A. H. Richner is doing the work.

Indianapolis, Ind.—The Indiana Elvtr. & Coal Co. has secured the contract for supplying horse feed to the city fire dept. for three months beginning July 1.

Johnson, Ind.—The National Elvtr. Co., of Indianapolis, is installing a No. 3 U. S. Fan Discharge Corn Sheller furnished by B. S. Constant Co., in its elvtr. here.

Elwood, Ind.—Harting & Son are equipping their elvtr. with a self-locking rail dump equipped with the Eclipse Controller and a B. S. C. Chain Drag and Feeder in the sink. L. J. McMillin has the contract.

Silver Lake, Ind.—The elvtr. of Kinsey Bros. was broken into during the night of June 25 and more than a quarter of a ton of flour taken. Entrance was gained thru a window and nothing was missing but the flour.

Darlington, Ind.—Elmer F. Pickerell has been elected pres. of the recently organized Co-operative Elvtr. Co., which has bot a lot and will begin the erection of an up-to-date elvtr. at once. The company is capitalized at \$12,000.

Lowell, Ind.—Robert Brown, son of Frank C. Brown, owner of the local elvtr. at this station, was drowned in the Kankakee river July 5. The boy's boat sprung a leak and he jumped into the river, going down before his father or those who had witnessed the accident could reach him.

Fortville, Ind.—J. A. McComas has built a new elvtr. and has equipped it with a No. 23 U. S. Grain Cleaner, No. 2 U. S. Corn Sheller, U. S. Friction Clutches, B. S. C. Chain Drags and Feeders, and 56 foot "Safety" Ball Bearing Man-lift, the entire equipment being furnished by the B. S. Constant Co.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. has let contract to the Burrell Eng. & Constr. Co. for 30,000-bu. additional storage capacity and is also building a brick drier house to be equipped with a 4,000-bu. Ellis Drier. In connection with this the company will erect a reinforced concrete flour warehouse 30x42 ft.

Peru, Ind.—The jury in the case of Benj. Levi, a wealthy business man of this city, charged with burglary and grand larceny in connection with the theft of \$500 worth of clover seed from a car on the Wabash tracks at this station, after 48 hours of deliberation, hopelessly disagreed and were discharged, the trial having lasted 4 weeks.

Ft. Wayne, Ind.—The Egly-Doan Elvtr. Co. was host June 19 to nearly 2,000 people on the occasion of the opening of its new elvtr. which has a bin capacity of 60,000 bus. The elvtr. is equipped with the latest transfer machinery and a grain drier is being installed and will be ready for use by the time the new oats arrive. The company served sandwiches and coffee during the day and gave each visitor a carnation.

IOWA.

Kingsley, Ia.—J. A. Shade has succeeded Edmonds, Shade & Co.

Carroll, Ia.—J. B. Maricle, of Churdan, has bot the elvtr. of F. H. Cutbertson.

Malvern, Ia.—The Malvern Grain & Mfg. Co. has started the erection of an elvtr.

Wellsburg, Ia.—Enno Peterson has bot the elvtr. of E. A. Bowles, paying \$7,000.

Des Moines, Ia.—The S. E. Squires Grain Co. has filed an amendment to its charter.

Sidney, Ia.—The Sidney Elvtr. Co. is contemplating extensive repairs on its elvtr.

Ventura, Ia.—The Farmers Elvtr. Co. has made extensive improvements at its elvtr.

Williams, Ia.—The recently incorporated Farmers Elvtr. Co. will erect a 40,000-bu. elvtr.

Rippey, Ia.—The S. E. Squires Grain Co. has bot the elvtrs. of Radebaugh & Munson.

Jefferson, Ia.—The S. E. Squires Grain Co. has bot the elvtr. of Radebaugh & Munson.

Gruver, Ia.—The old elvtr. of the Farmers Elvtr. Co. will be replaced by an up-to-date structure.

Perry, Ia.—Our new elvtr. has a capacity of 15,000 bus. and is operated by electric power.—W. R. Grant.

Ogden, Ia.—A. H. Nafus & Sons have bot the elvtr. of the Western Elvtr. Co., taking possession at once.

Nashua, Ia.—A. H. Nafus & Son have purchased the elvtr. here formerly owned by the Western Elvtr. Co.

Sioux City, Ia.—The Tri-State Imp. Co. bot out the business of Davis & Co., May 24. Mr. Davis died Feb. 19.

Garwin, Ia.—The Garwin Farmers Elvtr. Co. bot the elvtr. of the Wells-Hord Grain Co. and took possession July 1.

Lake Park, Ia.—The elvtr. of the Farmers Elvtr. Co. will be torn down and a new building erected in its place.

Le Grand, Ia.—We have sold our grain and lumber business to B. L. Cook, giving possession July 3.—Bickel Grain Co.

Kelly, Ia.—I will continue as buyer for the S. E. Squires Grain Co., who recently purchased my elvtr.—J. M. Johnston.

Webster City, Ia.—Farmers in this vicinity are talking over the project of building an elvtr. five miles east of this city on the I. C. road.

Malcolm, Ia.—The concrete foundations have been completed for the elvtr. being erected for the Farmers Elvtr. Co., by the Younglove Constr. Co.

Onawa, Ia.—The report that the Farmers Elvtr. Co. will build an elvtr. here is erroneous. We have been organized since 1907.—A. D. Post, mgr.

Onawa, Ia.—G. H. Loomis is managing the elvtr. owned by J. A. Gray during the absence of the owner, who has gone to Canada for a short stay.

Lost Nation, Ia.—A. S. Bass, receiver for Earl M. Davis, rendered his final account June 20, and parties interested were given until July 9th to file objections.

Morning Sun, Ia.—Our new elvtr. is nearly complete. D. E. Barrick is sec'y of our company and I am pres.—O. E. Wilson, pres. Farmers Elvtr. & Supply Co.

Richards, Ia.—The Farmers Elvtr. Co. is having its elvtr. remodeled and repaired and will install new transmission machinery. The Younglove Constr. Co. has the contract.

Olds, Ia.—The recently organized Farmers Elvtr. Co. has purchased the elvtr. at this station, taking possession June 1. A. D. Stout is mgr., and J. M. Hissong asst. mgr.

Blencoe, Ia.—A farmers elvtr. company has been organized here, and will erect an elvtr. as soon as a site can be procured.—A. D. Post, mgr. Farmers Elvtr. Co., Onawa, Ia.

Cleghorn, Ia.—Weart & Lysaght have nearly finished the repairs on the elvtr. recently purchased from the Stevens Elvtr. Co. New bins and cement floors have been put in and new siding on the building.

Yale, Ia.—The elvtr. of the Farmers Elvtr. Co. burned at 12:30 a. m., June 29 and was a total loss. Fortunately three carloads of grain had been shipped out a few hours before the fire and the elvtr. contained very little grain.

Hinton, Ia.—The Farmers Elvtr. Co. has let the contract for a 30,000-bu. cribbed elvtr. to be equipped with rope transmission machinery, two stands of legs, automatic scale and a 10-h. p. Fairbanks Kerosene Engine. It will have iron roof and siding. The Younglove Constr. Co. will do the work. Mr. Sheerer, of Ashton, will be local mgr. when the elvtr. is completed, taking charge Aug. 15.

Bouton, Ia.—We are organizing a farmers elvtr. company and are going to repair the old house here, installing an automatic scale, 10-h. p. engine and other new machinery.—Farmers Elvtr. Co.

Eldora, Ia.—The elvtr. of H. A. Schmitt & Co. was damaged by fire July 2 to the extent of \$4,000; partially covered by insurance. A carload of shelled corn and several hundred bus. of oats were practically ruined by the heat and water.

Granger, Ia.—N. S. Anderson, pres. of the Granger Elvtr. Co., his wife, Geo. and Jas. Hanley were instantly killed July 2, when the automobile in which they were riding at Geneva, Ill., was struck by a locomotive engine running at the rate of 50 miles an hour.

Bagley, Ia.—The Farmers Elvtr. Co., of this station, will build a 25,000-bu. cribbed elvtr. roofed and sided with galvanized iron. Rope transmission, 10-h. p. kerosene engine, Fairbanks Wagon and Automatic Scales make up the equipment. The Younglove Construction Co. has the contract.

Prairie City, Ia.—The elvtr. of the Prairie City Grain & Stock Co. is nearing completion. The house has a capacity of 30,000 bus., rope transmission, galvanized iron roofing and siding and 10 and 15-h. p. motors will furnish the power. The elvtr. is furnished with a Richardson Automatic Scale, Western Pitless Sheller, a Western Gyration Cleaner and a Sidney Manlift. The Younglove Construction Co. is doing the work.

Eagle Grove, Ia.—The directors of the Iowa Farmers Grain Dealers Ass'n met here June 15 and declared in favor of a law defining and regulating all co-operative societies like that of Wisconsin. A legislative com'te composed of Ralph Van Zyl, Alton; Alton B. Hathaway, Kingsley, and Thomas McManus, Dougherty, was named to take charge of the work of promoting the state and federal grain inspection. The annual meeting of the ass'n will be held in Sioux City.

Varina, Ia.—The elvtr. being built here for F. J. Turner by the Newell Construction Co., will be completed soon. The house has a capacity of 32,000 bus., is of cribbed construction and operated by gasoline power. The elvtr. is equipped with an automatic scale and Howe Wagon and Dump Scale. Eleven bins make up the storage capacity and concrete has been used for the foundation and scale and elevator pits. A separate scale has been installed for the weighing of coal, thus preventing losses sometimes caused through the weighing of coal and grain over the same scale. The house replaces the site vacated by the burning of the elvtr. of the Neola Elvtr. Co.

KANSAS.

Bunkerhill, Kan.—The Farmers Elvtr. Co. will build a new elvtr.

Belpre, Kan.—Harry Bunting is building a 15,000-bu. elvtr., making 8 elvtrs. here.

Holton, Kan.—E. S. Dunn and J. S. Bernard have bot the elvtr. of S. J. Thompson.

Lucas, Kan.—The Farmers Union has been organized at this station and will build an elvtr.

St. Marys, Kan.—Thos. White and brother, of Perry, have bot the elvtr. of the Hoffman Elvtr. Co.

Gerlane, Kan.—The Millers Grain Co., of Hutchinson and Wichita, has completed its elvtr. at this station.

Scandia, Kan.—I am going to build an elvtr. as soon as I can secure a lease from the R. R. Co.—C. G. Cline.

Ensign, Kan.—Work is progressing on the concrete elvtr. being erected by the Dodge City Mill & Elvtr. Co.

Cunningham, Kan.—The Farmers Elvtr. Co. has let contract for the complete equipment of its elvtr. to the P. H. Pelkey Constr. Co.

Garden City, Kan.—The Garden City Grain & Produce Co. will build two elvtrs. in Gray and Haskell counties.

Padonia, Kan.—Milt Berkley will be mgr. of the new elvtr. at this station. It is nearly completed.—Adolph Kanak, Hamlin.

Preston, Kan.—The Preston Grain & L. S. Co. is having its elvtr. overhauled and new machinery installed by the P. H. Pelkey Constr. Co.

Morrill, Kan.—The St. Joseph & Grand Island will lay a spur to the elvtr. and coal sheds being erected on the south side of the tracks by H. R. Melendy.

Fredonia, Kan.—The Fredonia Grain Co. has let the contract for remodeling its elvtr. to the P. H. Pelkey Constr. Co. New machinery will also be installed.

Gerlane, Kan.—Clarence Martin has been scoop shoveling here. The Millers Grain Co. and M. J. Lane are the only regular grain dealers at this station.

Glasco, Kan.—J. E. Rogers has succeeded H. L. Marshall as mgr. of the Glasco Grain Co., Mr. Marshall having accepted a position on the road with a Kansas City firm.

Walton, Kan.—The Farmers Grain Co., incorporated; capital stock, \$10,000; incorporators, C. C. Linawood, Ora L. Spangler, B. B. Newman, Chris. Molzen and O. L. Perkins.

Joy sta., Greensburg p. o., Kan.—The elvtr. of the Joy Grain Co. is nearing completion, the equipment and iron siding being furnished by the P. H. Pelkey Constr. Co.

Neosho Rapids, Kan.—We have our 20,000-bu. elvtr. nearly completed and expect to be ready to handle the wheat crop. We will operate under the name of Smith and Sattler.—Geo. A. Smith.

Gretna, Kan.—We have remodeled, cleaned, repaired and painted our elvtr., installing a 4-h. p. Fairbanks Morse Engine and are in first-class shape to handle wheat crop now being harvested.—Harry M. Clark, mgr. Phillipsburg Mill & Elvtr. Co.

Saint Marys, Kan.—The Saint Marys Grain Co. has been organized and will build an elvtr. at once for the purpose of handling grain, feed, seeds, flour, hay and coal. J. J. Merillat, formerly of the Hoffman Elvtr. Co., will be mgr.—Louis Weeks, pres.

Radium, Kan.—This company has not closed its elvtr. or quit business on account of the poor crops, as stated in this column June 25. Our crops are not the best here, but we have plenty to support the business and we have no idea of closing.—H. C. Durant, mgr. Kansas Farmers Grain & Supply Co.

Winona, Kan.—J. E. Lowe has succeeded me as agt. for the Hoffman Elvtr. Co. I have located on a ranch near this point, as wheat was a failure and I did not see how I could engage in the grain business with profit this summer.—W. S. Fritts, of Yuma, Colo.

Hutchinson, Kan.—Farmers along the survey of the Hutchinson & Western Interurban Ry. are talking of erecting elvtrs. at switches along the right of way. Joe Stuckey, of Huntsville township, is making plans for an elvtr. on his 360-acre farm and says that four of his near neighbors will do likewise.

Delivery of unsound wheat by farmers received a hard rap in the recent convention of the Southern Kansas Millers Club, when the assembled millers adopted a resolution calling for the appointment of a com'tee of three to wait on the secretary of the state board of health and demand that he take action to prevent the sale by farmers of wheat containing weed seeds and other foreign matter. The abuse is covered by the state pure food law and the dealers, who must label all, sell all such mixtures as bran and screenings, shorts and screenings, have grown tired of paying farmers wheat prices for what turn out, sometimes, to be a very inferior conglomeration.

Ensign, Kan.—The Farmers Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, O. M. Reese, S. H. Harrell, J. Beggs, G. E. Slocum and W. S. Johnson. The company is building an elvtr.

Abilene, Kan.—We are building our elvtr. on an up-to-date plan and will operate it by electricity. It will have a capacity of 25,000 bus. and contain the latest equipment.—D. Sommer, mgr. Farmers Co-op. Elvtr. Co.

Armourdale, Kan.—The 1,000,000-bu. elvtr. of the Simonds-Shields Grain Co., on the Union Pacific Ry., which burned on the afternoon of June 21 after the cupola had been struck by lightning, was one of the largest elvtrs in the state and cost \$175,000 when built by the Peavey Elvtr. Co., in 1887. Fortunately, at the time of the fire the structure contained only 100 bus. of grain, but 350,000 bus. had been shipped out only a few days before. Insurance carried amounted to only \$50,000, which will cover a very small part of the loss. The elvtr. was being overhauled for the new crop and the owners will be obliged to depend on the smaller elvtr. which they own at Sheffield.

Kansas City, Kan.—Delegates from Wichita, Salina, Hutchinson, Atchison, Coffeyville and Topeka met July 1 with a com'tee from the Board of Trade to arrange a new plan of grain inspection to replace the state grain inspection law virtually knocked out by the Kansas Supreme Court in a recent decision. The meeting discussed plans to take care of all grain shipped into the points mentioned and have it sold by sample instead of having the quality passed upon by one of the state's deputy inspectors. The grain dealers of the state believe that in the seven months which intervene before the opening of the next legislature they can evolve a plan which will work better than state inspection.

WICHITA LETTER.

The Norris Grain Co., of Kansas City, has opened a branch office here with C. R. Wilkins in charge.

The first carload of new wheat to reach this market was received by Edward Kelly, June 28, from Kiowa, Kan., grading No. 2 hard and testing 59½ lbs. It was sold at auction to the Moffatt Com. Co., at \$1.11½, Missouri River basis of freight.

Thad. Hoffman, formerly local mgr. of the Kansas City Flour Mills Co., at Enterprise, will assist J. B. Hupp in the grain dept. here. Geo. Merrilett, of Kingman., will succeed him at Enterprise, J. A. Bray succeeding Merrilett at Kingman.

Receipts of grain at Wichita during June included 270,000 bus. of wheat, 127,200 of corn and 28,000 bus. of kafir corn; shipments amounted to 90,000 bus. of wheat, 74,400 of corn and 30,000 bus. of kafir corn.—Jas. H. Sherman, sec'y Board of Trade.

The Anchor Grain Co. has begun business in the Sedgwick Bldg. C. E. R. Winthrop and S. B. McClaren are the members of the company. Mr. Winthrop was formerly with the McCullough Grain Co., and Mr. McClaren comes from Andover, where he was engaged in a general merchandise business.

O. A. Boyle has bot the Board of Trade membership of Wm. Murphy, of Kansas City, and will enter the grain trade. Mr. Boyle said: The Boyle Commission Co. has been contemplating engaging in the grain business for the last five years, as a great many of our customers deal in grain and it will be convenient for them if we also handle it. We will handle grain in Colorado and Idaho as well as at Wichita. The grain dept. was opened for active business July 1.

KENTUCKY.

Louisville, Ky.—Alfred Brandeis, the well-known grain man, is recovering from a recent operation for gall stones.

Louisville, Ky.—H. Verhoeff & Co. has just spent \$15,000 in improvements in its elvtr., including the erection of a drier.

Louisville, Ky.—Richard H. Menefee has so far recovered from the serious effects of the runaway accident in which he was injured as to be able to go to Warm Springs, Va., where he will stay until he has fully recuperated.

LOUISIANA.

NEW ORLEANS LETTER.

The local grain situation is not as satisfactory as it could be. Dealers still complain of high prices asked by western establishments, and of difficulty in getting orders here.—K.

The first boat to sail from this port for South America since the Civil War and the first ever to go carrying U. S. mail, was the Inkum, of the new Pan-American steamship line, which weighed anchor and sailed for Buenos Ayres, July 2. Several other ports in Argentina and Brazil will be visited on the voyage. This service will be monthly and the fleet will be composed of three ships, all of them chartered from England.

Exports of grain at New Orleans in June included 84,902 bus. of wheat, 211,136 of corn and 3,671 bus. of oats; compared with 16,000 bus. of wheat, 397,599 of corn and no oats exported in June, 1911. The total amount exported since Sept. 1, 1911, includes 504,406 bus. of wheat, 3,708,220 of corn and 36,638 bus. of oats; compared with 155,912 bus. of wheat, 6,486,599 bus. of corn and no oats exported in the corresponding period of the preceding year.—W. L. Richeson, chief grain inspector, Board of Trade.

MARYLAND.

BALTIMORE LETTER.

John P. F. Ritz was recently elected to membership in the Chamber of Commerce and the certificate of Thos. Roberts has been transferred.—James B. Hessong, sec'y.

Egil Steen, senior member of the grain receiving firm of E. Steen & Bro., has been admitted to the bar and will practice as an attorney in the U. S. District Courts.

James J. Corner, member of the firm of James J. Corner & Co., and for many years prominent in the grain trade of this city, retired from active business June 30. The business will be continued by Wm. R. Wilmer and Harry N. Ewalt, under the old firm name.

Receipts of grain at Baltimore during June included 930,652 bus. of wheat, 235,941 of corn, 874,906 of oats, 2,851 of barley and 2,265 bus. of rye; compared with 378,628 bus. of wheat, 1,020,769 of corn, 228,347 of oats, no barley and 2,860 bus. of rye received in June, 1911. Shipments for the month included 1,416,800 bus. of wheat, 18,063 of corn, 694,570 of oats, and no barley nor rye; compared with 881,259 bus. of wheat, 237,782 of corn, 140 of oats, and no barley nor rye shipped in June, 1911.—Jas. B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Receipts of grain at Detroit during June included 113,000 bus. of wheat, 76,800 of corn, 191,950 of oats, 1,200 of barley and 5,000 bus. of rye; compared with 118,783 bus. of wheat, 116,837 of corn, 265,844 of oats, 25,022 of barley, and 829 bus. of rye received in June, 1911. Shipments for the month included 5,000 bus. of wheat, 50,420 of corn, 17,570 of oats, no barley and no rye; compared with 2,466 bus. of wheat, 108,118 of corn, no oats, no barley and 1,000 bus. of rye shipped in June, 1911.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Sherburn, Minn.—C. E. Price is now mgr. of the Farmers Elvtr. Co.

Forada, Minn.—Farmers are building an elvtr. and warehouse.—R. L. Smith, Villard.

Holland, Minn.—The elvtr. of the North-western Elvtr. Co. is being repaired.

Minnetta, Minn.—The Farmers & Merchants Supply Co. will build an elvtr.

Kerkhoven, Minn.—The elvtr. of the Farmers Elvtr. Co. has been completed.

Cuba sta., Cass Lake p. o., Minn.—Jno. Haas is laying the foundation for his elvtr.

Grove City, Minn.—The Grain & Elvtr. Trading Co. will build an elvtr. at this station.

Owatonna, Minn.—The Van Dusen Elvtr. Co. will build an up-to-date roller feed mill at this station.

Springfield, Minn.—The Springfield Mlg. Co. has bot the elvtr. of the Anderson Bros. Co., taking possession July 1.

Aitkin, Minn.—A combination grain and potato warehouse is to be built here by outside parties, according to report.

Eggleson, Minn.—M. T. Nilan has closed his elvtr., but will reopen Aug. 1, making extensive repairs in the meantime.

Hartland, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of G. T. Harris and will remodel and put it in first-class condition.

Beaver, Minn.—The feed mill and elvtr. of D. A. Stewart, of Winona, at this station, operated by M. Churchill, burned recently.

Howard Lake, Minn.—I understand that H. W. Vogel, mgr. of the Cargill Elvtr. Co. for a number of years, has resigned.—H. J. Perra, mgr. Farmers Elvtr. Co., Waverly.

Dotson sta., Springfield p. o., Minn.—The Dotson Farmers Elvtr. Co. has after all made a deal with Bingham Bros., and has purchased the elvtr. and therefore will not build.

Douglas, Minn.—The Ballard & Timbel Lbr. Co. of Minneapolis has bot the elvtr. of the North Star Lbr. Co. of which I was mgr. F. Fieck is the mgr. of the Douglas Elvtr.—Clarence Day.

Warroad, Minn.—The farmers of this vicinity held a meeting June 29 to discuss the organization of a farmers elvtr. company and the building of an elvtr. A. M. Laudby is interested.

Waverly, Minn.—We expect to do considerable repairing on the elvtr. The State Elvtr. Co. is planning to reopen its elvtr. and will make repairs.—H. J. Perra, mgr. Farmers Elvtr. Co.

Silver Lake, Minn.—Jos. J. Tepley was elected pres. of the Silver Lake Co-operative Co., at the recent annual meeting; Jos. Wozniak, vice-pres.; Geo. Kasper, sec'y, and James E. Ziska, treas.

Worthington, Minn.—A. Meyers will open and operate the elvtrs. of the Skewis Grain Co., of Minneapolis, located at this station, Org, Minn., and Spencer, Ia. He will make this city his headquarters.

Osakis, Minn.—The Osakis Milling Co. will build a 30,000-bu. elvtr., to be used as storage for its 400-bbl. flour mill and for receiving local and car lot wheat. The house will be ready for the new crop.—H. E. Gingery.

Albert Lea, Minn.—M. J. Bungarden and Dan Donovan, of New Richland, have bot the elvtr. of the A. C. Sorenson Elvtr. Co., taking possession July 1. Mr. Bungarden has been mgr. for the New Richland Elvtr. Co. and Mr. Donovan mgr. for the last 15 years of the elvtrs. of Everett, Aughenbaugh & Co., at New Richland and Waseca.

Duluth, Minn.—Suit for \$2,700 alleged to have been collected as margins on May flaxseed deals, has been brot by the American Linseed Co., against the Board of Trade clearing house ass'n, the complainant claiming 9,000 bus. as defaulting and the defendants holding that the market was a manipulated one since the closing price of May flaxseed on May 31, was \$2.67, whereas the closing price on June flaxseed the next day was only \$2.26. They allege that the buying by the American Linseed Co. on May 31 kept the price up.

Faribault, Minn.—The Farmers Elvtr. Co. took over the plant of the Thompson Fuel Co., July 1, and will conduct a coal business.

Herman, Minn.—A new power plant and various other improvements are being added to the elvtr. of the J. E. Arnold Elvtr. Co.

MINNEAPOLIS LETTER.

The Chamber of Commerce recently asked for an abatement of its assessment for 1911 on real estate improvement form \$621,500 to \$416,000 and the refund of \$10,837.70 taxes for 1909 and 10, representing that the assessment included the memberships which the chamber claims are not taxable.

Piper, Johnson & Case moved their offices into the new McKnight Bldg., June 26, where they have the ground floor fitted up into sumptuous offices. The main customers' room is fitted with every convenience and has private wires to Chicago, Duluth and Winnipeg, as well as telephones and quotation boards.

The contemplated fund for the purchasing of floating memberships of the Chamber of Commerce was established by a referendum vote June 24, by 213 against 27. A collection of \$16,000 a year by assessments of \$30 levied against each member, for five years, is provided for in the resolution adopted. The money so collected will be used to buy certificates, especially those memberships held by estates that come up for sale and at the end of six years, if any large amount of the funds remain, it will be redivided among the contributors.

MISSOURI.

Arkoe, Mo.—Leet & Wamsley are erecting a 10,000-bu. elvtr.

Olean, Mo.—I am figuring on new machinery for the elvtr. this summer.—W. E. Hunsaker.

New Madrid, Mo.—I am informed that Newsum & Jordon have gone out of business.—A. B. Hunter, LaForge.

Rock Port, Mo.—The Christian Bros. Merc. Co. has completed the remodeling of the old roller mills into a 15,000-bu. elvtr.

Matthews, Mo.—We have completed our elvtr., the first in this locality. We will sell our grain on track bids.—B. F. Swartz & Son.

Neosho, Mo.—J. T. Sturgis is now pres. of our company, C. E. Davis, sec'y and W. J. Thurman, gen. mgr.—Missouri & Kansas Grain Co.

St. Louis, Mo.—Henry G. Graff and Jno. M. Van Nuyes, both of New York, have made application for membership in the Merchants Exchange.

Salem, Mo.—The Banner Mlg. Co. has succeeded Wauson & Ashbridge, who are out of business. J. H. and W. P. Campbell are props. of new company.—Dye & Buckner.

Receipts of grain at St. Louis during June included 498,379 bus. of wheat, 2,346,970 of corn, 1,331,100 of oats, 4,400 bus. of rye and no barley; compared with 805,741 bus. of wheat, 2,451,700 of corn, 1,821,450 of oats, 4,317 of rye and 1,400 bus. of barley received during June, 1911. Shipments for the month included 498,940 bus. of wheat, 1,430,410 of corn, 1,014,930 of oats, 900 bus. of rye and no barley; compared with 554,020 bus. of wheat, 1,366,815 of corn, 1,048,260 of oats, 14,700 of rye and 9,380 bus. of barley shipped in June, 1911.—Eugene Smith, sec'y Merchants Exchange.

Princeton, Mo.—The Farmers Elvtr. & Supply Co. has suspended business; G. F. M. Bradbury, manager, is under arrest and Rome H. Hickman, treas., has disappeared. Stockholders of the company, which was organized a few months ago with \$50,000 capital, will hold a meeting in a few days to decide whether to ask for a receiver or go into bankruptcy. Assets so far discovered amount to only \$4,000, while the liabilities are \$12,000 to \$20,000, due to banks and customers for grain. This does

not include the three elvtrs. at this place, Newtown and Harris, under construction, on which \$3,000 of the \$13,000 contract price has been paid. It is said the company will not be reorganized. Overbidding, speculation and mismanagement are alleged to have been the causes of the failure.—A. A. Alley, mgr. Alley Grain Co., Mercer, Mo.

KANSAS CITY LETTER.

Fred L. Bedell of the Kemper Mill & Elvtr. Co. has bot the Board of Trade membership of I. M. Yost.

Ingle Bros. Broom Corn & Grain Co., incorporated; capital stock, \$50,000; incorporators, Clyde, Clifford and Morris Ingle.

Jos. S. Geisel, formerly sales mgr. for the Crosby Roller Mlg. Co., is now associate partner of Jno. T. Snodgrass in the grain firm of Snodgrass & Co. He will take charge of the development of the wheat trade with the mills.

The Simonds-Shields Co., which operates the Milwaukee Elvtr. with a storage capacity of 1,550,000 bus., will add several new tanks to the plant to meet the demand for room occasioned by the loss of the Union Pacific Elvtr. at Armourdale June 21.

Edward S. Jones has resigned his position as mgr. of the Hall-Baker Grain Co., with whom he has been for the last five years. He has made no future plans. The Hall-Baker company will discontinue its future trading dept. except to take care of its hedging business and the unsolicited outside orders.

Several grain firms in this city were recently given a big scare when it was discovered that payment had been made on drafts on several spurious Bs/L supposedly covering ear corn shipments from northern Missouri. Attorneys took the matter up at once and the money was recovered, the fraud being attributed to an employee of the firm making the drafts.

The Board of Trade membership of Lev. Fowler was sold June 25 to satisfy a judgment of \$800 in favor of C. M. Carlisle, Mr. Fowler being a bankrupt and his only asset the membership, which was seized under attachment. Mr. Carlisle bot the certificate on a bid of \$2,000, which does not include the transfer fee, but Fowler has defied the court order to give up the seat, claiming that he does not owe Carlisle.

Steps have been taken toward the organization of a Board of Trade inspection dept. by members of the board who have appointed a special com'te to take charge of the matter. Owing to the adverse decision of the Kansas supreme court, the inspection dept. has become demoralized and its force reduced to practically nothing. Therefore, the Kansas City Board of Trade, urged on by the suggestions and appeals of the terminal elvtrs. in Kansas and by the Kansas Grain Dealers Ass'n., has decided to inaugurate an inspection dept. to take care of all inspection at a nominal fee.

Receipts of grain at Kansas City during June included 436,800 bus. of wheat, 1,632,500 of corn, 283,900 of oats, 2,200 of rye, no barley, and 98,214 bus. kafir corn; compared with 1,190,400 bus. of wheat, 1,822,800 of corn, 549,100 of oats, 3,300 of rye, 5,600 of barley, and 56,250 bus. of kafir corn received in June, 1911. Shipments for the month included 826,800 bus. of wheat, 1,440,000 of corn, 265,200 of oats, 2,200 of rye, no barley and 153,571 of kafir corn; compared with 1,078,000 bus. of wheat, 1,579,200 of corn, 421,600 of oats, 2,200 of rye, 7,000 of barley and 66,964 bus. of kafir corn shipped in June, 1911.—E. D. Bigelow, sec'y Board of Trade.

MONTANA.

Antelope, Mont.—The Antelope Grain Co. incorporated; capital stock, \$10,000.

Judith Gap, Mont.—The Farmer Elvtr. Co. incorporated; capital stock, \$10,000.

Polson, Mont.—The Flathead Valley Elvtr. Co. incorporated; capital stock, \$40,000; incorporators, John Sherman, F. L. Gray and others.

Drummond, Mont.—A farmers elvtr. company has been organized at this station by R. F. Gunkleman of North Dakota and a 40,000-bu. elvtr. will be erected.

Phillipsburg, Mont.—The Granite County Mlg. & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, Geo. Metcalf, Gus, Johnson, Albert Tinklepaugh, E. A. Hannah and John R. Lucas.

Townsend, Mont.—A. V. Titch, who has had a lease on the local elvtr. here, has decided to build an elvtr., having failed to reach a satisfactory purchase price with the owners of the elvtr. he has been using.—Broadwater Elvtr. Co.

NEBRASKA.

Hildreth, Neb.—We have just finished repairing our elvtr.—D. Reil, mgr. Farmers Grain & Supply Co.

Hastings, Neb.—The South Platte Auxiliary of the Kansas Grain Dealers Ass'n held a meeting here June 26.

Broken Bow, Neb.—I have installed a feed mill and 12 h. p. Fairbanks-Morse Oil Engine in my elvtr.—F. J. Bahr.

Rockville, Neb.—The Citizens Co-op. Grain & Supply Co. will build an elvtr. C. F. Krempke is sec'y of the company.

Brock, Neb.—A. C. Maynard has leased the elvtr. of the Bartling Grain Co., formerly operated by the Duff Grain Co.

Schickley, Neb.—I have taken charge of the elvtr. of the Central Granaries Co. at this station.—J. A. Osborne, formerly of Rulo.

Talmage, Neb.—A. B. Wilson of Nebraska City has leased the elvtrs. of the Bartling Grain Co. at this station and at Douglas.

Hershey, Neb.—The machinery and shafting of the alfalfa milling plant at this station was bot at sheriff's sale by M. F. Dial of North Platte.

Aurora, Neb.—The stockholders of the recently organized Farmers Elvtr. Co. have voted to buy more ground and include milling in its business.

Nebraska City, Neb.—The lease of the Duff Grain Co. upon the elvtrs. of the Bartling Grain Co. expired July 1 and control of the elvtrs. has been surrendered to the owners.

Cairo, Neb.—I have sold my elvtr. to H. T. Ingalls, formerly a member of the Scudder Grain Co. of Doniphan. He has been in the grain business for over 15 years.—S. W. Beadle & Co.

Cleghorn, Neb.—Harvey Means is a scoop shoveler at this station. He formerly operated an elvtr. here, but refused to purchase it after trial, and the house was bot by Weart & Lysaght of Cherokee, Ia.—A. R. B.

Crete, Neb.—We are figuring on plans for rebuilding our plant "B," which burned with two warehouses, June 5. The stock in the mill was fully insured and our loss on mill machinery and stock in warehouse was small.—Crete Mills.

Nebraska City, Neb.—F. A. Bartling, former sec'y and treas. of our company, has disposed of his interests in the company to the other stockholders and retires as director and officer.—E. D. Bartling, pres. Bartling Grain Co.

Bookwalter, Neb.—Geo. Craven of the Craven Elvtr. Co. of Summerfield, Kan., and myself have leased the elvtr. of the Bartling Grain Co. and will take possession July 1, when the lease of the Duff Grain Co., which now has the elvtr., expires. We will operate under the name of Craven Elvtr. Co.—O. Hansen, mgr. of the Duff Grain Co.

Bellwood, Neb.—The Farmers Grain Co. is putting a cement foundation under its elvtr. and paving under the bins. We have also replaced the Fairbanks Wagon Scale with a 6-ton steel shield and I beam Howe scale. The office building has been painted inside and out and the office furniture and railings stained and varnished so that we are in tip-top shape for the coming year.—John P. Delaney, mgr.

OMAHA LETTER.

The Crowell Elvtr. Co. has recently elected C. C. Crowell, Jr., pres., Z. K. Doane, vice-pres., Geo. C. Johnson, treas., and J. A. Linderholm sec'y.

General reports from dealers of this market are favorable for fine crops in Nebr., especially west of Hastings. New wheat expected about July 15.

F. G. Endelman, who recently severed his connection with the firm of Endelman & Stockham of Hastings, has been admitted to membership in the Grain Exchange and has opened an office in the Brandeis Bldg. for a general grain receiving business.

With the resignation of J. B. Adams as pres. of the Crowell Lumber & Grain Co., new officers have been elected as follows: C. C. Crowell, Jr., pres., Z. K. Doane, vice-pres. and treas., and J. A. Linderholm, sec'y. Mr. Adams has been with the above company for over 30 years, and his retiring means the loss of a valuable officer.

Receipts of grain at Omaha during June included 303,600 bus. of wheat, 2,320,800 of corn, 559,300 of oats, 3,300 of rye and 9,800 bus. of barley; compared with 397,200 of wheat, 2,286,000 of corn, 1,037,000 of oats, 1,100 of rye and 12,600 of barley received in June, 1911. Shipments for the month included 308,400 bus. of wheat, 2,109,800 of corn, 981,000 of oats, 5,000 of rye and no barley; compared with 188,000 bus. of wheat, 2,323,000 of corn, 985,500 of oats, 3,000 of rye and 27,000 bus. of barley shipped in June, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Wakefield, Mass.—I have completed our concrete grain warehouse and storage building. It is 70x50 ft. with driveway thru center, allowing for loading and unloading on both sides; doors for trade on side and front. The office is 10x12 ft. with sink and hopper.—L. H. Kirk.

Waterville, Me.—We are just putting up a grain elvtr. 50x104 ft. and 3 stories high to carry corn and oats, and a bag elvtr. 50x83 ft., two stories high. Both buildings are on the M. C. tracks. W. T. Haines is pres. of our company and I am treas.—E. E. Austin, Austin-Haines Co.

Springfield, Mass.—The coal and grain business of W. F. Fillmore and the grain business of the Palmer Grain Co. have been taken over by the Palmer Coal & Grain Co., a new corporation, of which W. F. Fillmore is pres. and J. C. McVeigh and H. Puffer, directors. J. J. Donohue will be mgr.

Southbridge, Mass.—Chas. W. Weld, senior member of the grain firm of Weld & Beck, died at the advanced age of 84 years, June 21. Mr. Weld entered the grain and milling business in 1854 when he formed a partnership with James Gleason, operating a gristmill at this station under the name of Gleason & Weld. In 1878 thru the death of Gleason, Mr. Weld became sole owner of the grist mill which is still in operation. In 1892 he formed a partnership with Lewis C. Prindle and opened a grain store, four years later Mr. Prindle retired and John I. Beck, his son-in-law, entered the firm now known as Weld & Beck. He is survived by his widow and three daughters.

Boston, Mass.—The directors of this port have reached an agreement with N. Y., N. H. & Hartford Ry. Co., in regard to the cancellation of the lease of the common-wealth pier and the railroad will surrender its 30-year lease to the state. The Boston rate is to apply on grain at South Boston if the port directors provide a grain elvtr. If no elvtr. is built, and it is necessary to transfer grain by floating conveyance from the elvtr. at Charlestown, the charge for such service is to be absorbed if the lines west of Rotterdam Junction will join with the Boston & Maine in the absorption. The port directors will complete the pier by providing it with sheds, tracks, roadways and other equipment.

NEW JERSEY.

Windsor, N. J.—The elvtr., barns and hay packer of L. B. Chamberlain & Co. burned recently with a loss of \$30,000.

NEW YORK.

New York, N. Y.—Herbert L. Bodman has applied for membership in the Produce Exchange.

East Aurora, N. Y.—The Griggs & Ball Co., incorporated to engage in the feed and grain business. Capital stock, \$40,000; directors, A. S. Griggs, Fay H. Ball and Harry G. Henshaw, all of East Aurora.

Auburn, N. Y.—The machinery for the elvtr. of Chas. W. Brister, now under construction, has been shipped by H. W. Caldwell & Son Co., and it is expected the elvtr. will be in running order Aug. 1.

Buffalo, N. Y.—The Clover Leaf Mlg. Co. has bot a site of 1½ acres at this port and will erect a 150,000-bu. elvtr. and a mill. The company has been incorporated for \$200,000 by R. J. Schweitzer, J. A. Schubiger, Chicago; D. B. Fraser, Buffalo; W. H. Sweeney, Linden, Ind., and H. W. Davis, Wilmington.

Buffalo, N. Y.—The attorney of the Corn Exchange has asked for a bill of particulars in the recent suit brot by Richard S. Patterson of Wilkes Barre against the Exchange, in which case the government after investigation of a charge of conspiracy brot by Patterson exonerated the Exchange by deciding there were no grounds for criminal action. Judge Hazel directed that briefs on this motion be filed with him within 10 days.

NORTH DAKOTA.

Kramer, N. D.—The Farmers Grain Co. has bot the elvtr. of Carl Broderson.

Fargo, N. D.—The managers and field men of the St. Anthony & Dakota Elvtr. Co. recently held a banquet in this city.

Mott, N. D.—We are building a new elvtr. and will install new machinery.—John R. Voegeli, sec'y Mott Equity Exchange.

Niles sta., Leeds p. o., N. D.—The elvtr. of Page & Co. has been closed for the season.—R. I. Parsons, of the Central Grain Co., Mortlach, Sask.

Dickinson, N. D.—John F. Davis Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, Jno. F. Davis, Ray E. Henderson, and H. F. Beidler.

Mason sta., Erie p. o., N. D.—The Amenla & Sharon Land Co. of Amenla will move one of its 30,000-bu. elvtrs. from one of its farms northwest of Amenla to this station.

Erie, N. D.—The new elvtr. of the Farmers Elvtr. Co. will be ready for business Aug. 1. It is thoroly up to date and equipped with the latest grain handling machinery.

Brantford, N. D.—The Equity Elvtr. Co., incorporated; capital stock, \$20,000; incorporators, B. W. Hersey, Tiffany, A. J. Richter, New Rockford, and P. T. Anderson, Brantford.

Wimbledon, N. D.—The elvtr. of the Minnesota Elvtr. Co. is being torn down and will be moved to Sutton, a new town 17 miles north of here on the new Gt. Nor. branch.—R. Clendenning.

Arthur, N. D.—At the annual meeting of the Farmers Elvtr. Co. June 20. R. H. Vossburg was elected pres., J. E. Summerfield, vice-pres., J. A. Burgun, sec'y, treas. and mgr., and Wm. Stewart, ass't mgr.

Williston, N. D.—F. H. Squire, sec'y of the Equity Co-operative Exchange, is interesting the farmers in this vicinity in the organization of a farmers elvtr. company. He will also visit Ray and Wheelock.

Penn. N. D.—The elvtr. of the Penn Elvtr. Co., containing 2,000 bu. of wheat, 500 bus. of barley and the same amount of rye, burned at 2:15 a. m., June 25. The building and contents were a total loss, fully covered by insurance.

Harwood, N. D.—The Equity Elvtr. & Trading Co. has let the contract for an elvtr. to be completed by Aug. 15.

DeLamere, N. D.—I have removed from Eastedge, N. D., to this place, where I have taken the management of the Equity Elvtr. & Trading Co.—A. G. Morran, formerly mgr. Eastedge Farmers Elvtr. Co.

Argusville, N. D.—The Argusville Farmers Elvtr. Co. is installing a No. 40 cleaner. I have resigned as mgr., having accepted a position with the Wheelock & Wheelock Sand Co., and Will Vietch has succeeded me. Both the Anchor and National Elvtr. Co.'s. are doing considerable repairing on their elvtrs.—C. H. Hancock.

OHIO.

Millersville, O.—The Sneath-Cunningham Co. is rebuilding its elvtr. here.

Piqua, O.—We have succeeded the Spencer Mlg. Co.—Spencer-Furrow Co.

Carroll, O.—The Huston & Swope Co., of Amanda, has bot the elvtr. of J. C. Shaffer.

Swan Creek, O.—The Camp Mlg. Co. is adding 8 new steel tanks with a capacity of 25,000 bus.

Leesburg, O.—We have bot the elvtr. of R. P. Barrett.—The Dewey Bros. Co., Blanchester, O.

Plymouth, O.—The Sneath-Cunningham Co. is remodeling its elvtr. and installing a new stand of elvtrs.

Spencerville, O.—We have sold our elvtr. to the Garman Grain Co., of Delphos, O.—Thompson, Foust & Co.

Piqua, O.—E. Milton Crowe of this city has been admitted to membership in the Ohio Grain Dealers Ass'n.

Leipsic, O.—I am rebuilding my elvtr. burned June 12, replacing it with a 20,000-bu. house.—Andrew Ringlein.

Deshler, O.—I will operate the grist mill at Deshler as an elvtr. and feed mill.—Chas. W. Franklin, of Leipsic, O.

Mt. Blanchard, O.—The Sneath-Cunningham Co. has remodeled its elvtr. here and installed a new stand of elevators.

Yorkshire, O.—We have remodeled our elvtr. and installed a Howe Wagon and Hopper Scale.—Yorkshire Grain Co.

Kirkwood, O.—We have remodeled our elvtr. here and put in a Howe Wagon and Hopper Scales.—Adlard & Persinger.

Lorain, O.—The Lorain Flour & Grain Co. suffered a loss of \$4,000 June 20 when three large sheds at its plant were burned.

Cleveland, O.—The Sheets Bros. Elvtr. Co. has filed an amendment to its charter, increasing its capital stock from \$50,000 to \$200,000.

Alvada, O.—The Sneath-Cunningham Co. has moved its elvtr. 16 ft. from the railroad and is remodeling, also building brick engine room.

Fostoria, O.—The Farmers Elvtr. & Mlg. Co., incorporated; capital stock, \$20,000; incorporators, Chas., Minnie, August, and Jane Franke and J. F. Jaeger.

Lima, O.—The McConnell Grain Co. incorporated; capital stock, \$10,000; incorporators, C. K. Fauver, V. E. Davis, R. M. Roderick, W. L. Vance and H. Allehin.

Warren, O.—The Miller & Neal Co. incorporated to deal in feed, grain, flour and building materials; capital stock, \$30,000; incorporators, D. E. Miller, F. B. Neal, R. H. Pinkerton and Warren Thomas.

Receipts of grain at Cincinnati during June included 2,000 bus. of barley, 809,110 of corn, 309,099 of oats, 14,884 of rye and 145,726 bus. of wheat. Shipments for the month included no barley, 247,568 bus. of corn, 79,353 of oats, 1,075 of rye and 129,000 bus. of wheat.

Canal Winchester, O.—I took possession June 20 of the elvtr. which I recently purchased from O. P. Chaney's Sons and will conduct a grain, feed and coal business. The elvtr. had been in the possession of the Chaney family since 1851 and is naturally an old and well established business. D. F. Taylor, formerly of Teegardin & Taylor and Sark & Taylor, Ashville.

Hagenbaugh sta., Urbana p. o., O.—Attorney L. D. Johnson acting for the Citizens Natl Bank of Urbana paid \$1,925 for the elvtr. sold at sheriffs sale June 19. The bank held a mortgage on the property.

North Fairfield, O.—Survey has at last been made for the Y track at Fairfield and we expect to organize the North Fairfield Elvtr. Co. very soon. The Y at Norwalk is nearly finished and we will soon be in shape.—G. D. Silliman.

Whiteville, O.—The Farmers Grain Co. is building a 20,000-bu. cribbed, ironclad elvtr. Machinery equipment will include Sidney Corn Sheller and Cleaner, Smith Manlift, 50-h. p. Fairbanks-Morse Oil Engine and Fairbanks Automatic Scale. The Burrell Eng. & Constr. Co. has the contract.

Elery sta., R. D. Malinta, O.—The Elery Grain & Stock Co. are building an elvtr. and will equip it with engine, boiler, automatic scales, two dumps, two chain grain feeders, one stand of elvtrs., Fairbanks-Morse Scales. They will also build a 24x24 ft. office. A. H. Richner has the contract.

Sidney, O.—The Miami Valley Grain Dealers Ass'n has been reorganized under the name of the Grain Dealers Protective Ass'n and the officers elected for the ensuing year are J. E. Wells, Quincy, pres.; O. T. Roszell, Troy, vice-pres.; J. W. Simmons, Pemberton, treas., and E. T. Custerbender, Sidney, sec'y.

Cincinnati, O.—The grain and hay exchange of the Chamber of Commerce recently held a meeting in the rooms of the Business Men's Club, to discuss the railroad situation at this market. A resolution asking the directors of the chamber to organize a freight buro as a dept. of the institution, was adopted.

Lima, O.—The Ward Grain Co., of Lima, O., announces a change in the firm, in effect July 15. J. C. Custerbender, a son of E. T. Custerbender, of Sidney, O., and for the past two years with the Grain Dealers Journal, has purchased an interest in the firm. A. T. Ward will continue as senior member and president, with J. C. Custerbender, sec'y-treas. The name will remain unchanged. Mr. Custerbender's departure is regretted by his associates on the Journal staff, whose esteem he has earned by strict attention to duty and uniform courtesy at all times. Their good wishes follow him in his chosen vocation.

TOLEDO LETTER.

A determined effort is being made by the grain men and millers at this market to secure lower freight rates on wheat from the west. The failure of the wheat crop in Ohio will make it imperative for millers of this city to draw their winter wheat supply largely from the fields west of the Mississippi.

Receipts of grain at Toledo during June included 180,000 bus. of wheat, 291,400 of corn, 76,500 of oats and 1,000 bus. of rye; compared with 187,000 bus. of wheat, 343,200 of corn, 291,000 of oats and no rye received in June, 1911. Shipments for the month included 242,500 bus. of wheat, 74,400 of corn, 45,000 of oats and no rye; compared with 33,400 bus. of wheat, 148,000 of corn and 236,600 bus. of oats shipped in June, 1911.—A. Gassaway, sec'y Produce Exchange.

The transportation com'te of the Produce Exchange, and a freight com'te of the city, composed of officials of various railroads of Toledo, held a conference July 1, when the grain men urged the adoption of the recommendation agreed upon at the meeting held Dec. 15, putting in to immediate effect the rate of 12½c on grain from this market to the seaboard and cancelling the rate of 15½c now in force. F. O. Paddock, Henry L. Goemann and David Anderson were appointed to attend the meeting of the Central Freight Ass'n in Chicago, to urge the recognition of Toledo as a terminal market by the railroads and the readjustment of redividing of thru rates from western points to the seaboard.

OKLAHOMA.

Watonga, Okla.—Will Gearhart is scoop shoveling here and at Greenfield.—S. A. Marshall.

Medford, Okla.—The Blackwell Mill & Elvtr. Co. is remodeling its elvtr. and installing new dumps.

Erick, Okla.—J. A. Richardson has succeeded A. H. Miller as mgr. of the Canadian Mlg. Co. at this station.

Mooreland, Okla.—Ruttman & Clifford have bot the elvtr. of the Alva Roller Mills of Alva, which they have been leasing.

Gate, Okla.—The Alva Roller Mills of Alva have let contract for an elvtr. at this station to the P. H. Pelkey Constr. Co.

Bradley, Okla.—The Bradley Elvtr. Co. has made application for membership in the Texas Grain Dealers Ass'n.—G. J. Gibbs, sec'y.

Thomas, Okla.—A. H. Miller, former agt. for the Canadian Mlg. Co. at Erick, has accepted a position with the Thomas Mlg. Co. at this station.

Ingersoll, Okla.—E. M. Blue of Protection, Kan., has bot the elvtr. now in the course of construction from J. C. Wines. Fred Blue will be mgr.

Gate, Okla.—We are building an elvtr. at this station and I will be mgr.—Robt. J. Cozart, agt. Fargo Grain, Seed & Coal Co., formerly stationed at Tangier.

Hennessey, Okla.—P. Blogget has succeeded me as mgr. of the Okla. Mills Co., and I am no longer in the grain business.—C. B. Staples, Liberal, Kan.

McAlester, Okla.—American Grain & Seed Co., incorporated; capital stock, \$10,000; incorporators, P. C. Tarver, Geo. M. Swift, J. B. and F. M. Foster.

Forgan sta., Beaver p. o., Okla.—The Fargo Grain, Seed & Coal Co. of Woodward is contemplating the erection of an elvtr. at this point.—Robt. J. Cozart, agt., Gate.

Erick, Okla.—The Goode Grain & Coal Co. is overhauling the plant recently purchased and will have it in apple-pie order for the new crop. A new set of scales will be installed.

Oklahoma City, Okla.—Major Moberly, formerly sec'y of the Okla. Mill & Elvtr. Co. and at present office mgr. for the H. L. Strong Grain Co., was married June 27 to Miss May Street.

Renfrow, Okla.—The Renfrow Grain & Fuel Co. has made extensive improvements in its elvtr., installing a 15-h. p. Fairbanks-Morse Engine and putting on iron sides and roof.—A. J. Mann.

Hydo, Okla.—The Farmers Elvtr. Co., whose plant burned May 20, has bot the 25,000-bu. elvtr. of the Weatherford Mlg. Co. and will not build as planned. We took possession June 17.—L. R. Daniels, mgr.

Okarche, Okla.—I have accepted the management of the elvtr. of the Farmers Co-operative Ass'n, for which I was formerly mgr. for two years. Louis Schmitt, who was mgr., has left. For the past year I have been agt. for the El Reno Mill & Elvtr. Co. at Hydro.—Oscar Dow.

Anadarko, Okla.—We have taken over the elvtrs. of the Powell-Wright Grain Co. at Carnegie, Apache, Fort Cobb, Strecker and this station and will operate them under the name of L. H. Powell & Co., making our headquarters here. I will have charge of the Okla. houses.—L. H. Powell, L. H. Powell Co.

Oklahoma City, Okla.—The following have been admitted to membership in the Oklahoma Grain Dealers Ass'n during June: Carrier Mill & Elvtr. Co., Carrier; Bouquot & Ludwick, Mooreland; W. J. Cameron, Capron; J. Gerlach, Bessie; Gage Roller Mills, Gage; Greene & Wright, Gage; C. A. Hoops, Woodard; Mooreland Grain Co., Mooreland; Ruttman & Clifton, Mooreland; Schroder Grain Co., Bridgeport, and E. J. Webb, Butler. All of Okla.—Chas. F. Prouty.

Gibbon, Okla.—We have completed repairs on our elvtr., having entirely remodeled it, installing new chain dumps, new belts and cups, all machinery lined up, cement foundation under engine, new floor, had scales tested and moved north of elvtr. and cut down steep grade, eliminating hard pull to dumps.—T. H. Kenny, agt. Blackwell Mill & Elvtr. Co.

Enid, Okla.—L. W. Lyons, member of Wirt-Lyons Co., grain and coal dealers, died suddenly June 30, from an attack of acute indigestion. Mr. Lyons was one of the most prominent business men of the city and his death was a shock to all. He was taken ill at 7 p. m., after dining with friends, and died three hours later. His wife and one daughter survive him.

Hydro, Okla.—M. M. Gilmore was killed instantly recently by a moving part of a gasoline engine striking him in the breast while he was assisting M. S. Foster, agt. of the El Reno Mill & Elvtr. Co., to disconnect the engine. Gilmore had failed to turn the switch shutting off the electrical ignition far enough, and when the circuit was completed a charge in the cylinder unexpectedly exploded, hurling the heavy metal against him.

OREGON.

Portland, Ore.—Balfour, Guthrie & Co., grain exporters, will rebuild the Crown Flour Mills plant recently damaged by fire.

PENNSYLVANIA.

Philadelphia, Pa.—As a mark of respect to Geo. F. Stone, sec'y of the Chicago Board of Trade, the Commercial Exchange was closed for one afternoon.—C.

Dover, Pa.—We do not intend to put up an elvtr. at present, as we organized mostly to buy feed, fertilizer, coal and other things needed on the farm.—Jacob A. Maul, sec'y Farmers Co-op. Ass'n.

Philadelphia, Pa.—Grain men are particularly pleased with the new plans for the extension of Delaware Ave. along the river front, as the exporting of grain is certain to grow with the acquisition of new port facilities.—C.

SOUTH DAKOTA.

Vienna, S. D.—I have succeeded W. I. Thompson.—J. J. Flanders.

Flandreau, S. D.—I am thinking of installing an automatic scale and making other improvements in my elvtr.—O. J. Auker.

White Rock, S. D.—I have been transferred from Argyle, Minn., to this station. The Argyle house is closed.—P. Erickson, Jr., agt. National Elvtr. Co.

Parker, S. D.—The elvtr. of the Farmers Elvtr. Co., containing 500 bus. of grain, mostly corn, burned at 2 a. m., June 21; loss, \$9,000; insurance, \$4,000.

Geddes, S. D.—The elvtr. of the Farmers Elvtr. Co., now in the course of construction will have a 45,000-bu. capacity and will be equipped with a grain separator of 1,000 bus. per hour capacity. The elvtr. will be completed by the 15th.

Yankton, S. D.—H. DeCamp has let the contract for moving of his elvtr. from the C. & N. W. tracks to the C. & G. N. road to the Younglove Constr. Co. The house will be torn down, remodeled and rebuilt. Rope transmission will be installed.

Fulton, S. D.—The Fulton Farmers Warehouse Co.'s 20-year charter expired June 23 and the company will be reorganized under the name of the Fulton Farmers Elvtr. Co. On Aug. 1, I have completed 14 years service as mgr.—C. Scott.

Aberdeen, S. D.—The Eagle Roller Mill Co. will tear down its old mill and elvtr. and use part of the material in building a new plant consisting of a 30x33 ft. elvtr., 40 ft. high; a 30x42 ft. flour storage house and a coal pocket 120x16 ft. The new buildings will be up to date in every respect and will be operated by electricity.

Madison, S. D.—T. A. Johnson has bot at receivers sale the five elvtrs. of the defunct Larkin & Metcalf Co. at Colman, Lily, Ramona, Vilas, and Waubay and the mill at this station. The sale is subject to the approval of Referee in Bankruptcy Chas. Harris.

SOUTHEAST.

Richmond, Va.—W. F. Richardson, Jr., & Co. have incorporated under the name of W. F. Richardson, Jr., Co.

New Decatur, Ala.—C. A. Leftwich of Tusculumbia is installing a milling plant here and will do a general milling, grain and feed business.

Birmingham, Ala.—The Wood-Crabee Grain Co. will build a one story brick grain and feed stuff storehouse. Work will be commenced at once.

Decatur, Ala.—Smith Bros. & Co., whose mill and elvtr. at Lynville, Tenn., burned May 20, will rebuild on the Tennessee river front in this city, work to begin at once.

Savannah, Ga.—Alleging that W. R. Davis, sec'y of the Savannah Grain Exchange, is "unskilled and unfaithful" to the duties of his office, a petition was filed today by the Byrom Corporation, of Dooly county, against Mr. Davis asking for damages to the extent of \$62.75 and attorney fees. The corporation shipped a carload of oats to J. E. Grady & Sons, the weight of which they claim to have been 32,732 pounds. Mr. Davis gave an affidavit to Grady & Sons to the effect that the car contained 29,754 pounds, and "no more." Mr. Davis later admitted, states the petition, that he did not weigh the car, but accepted the railroad's figures. Not understanding the difference in weight, officials of the corporation came to Savannah, and weighing the car found their weights correct. In coming to Savannah they incurred expenses to the extent of \$62.75, and it is this amount that they want refunded.

TEXAS.

Galveston, Tex.—The K. & E. Neumond Co., grain and feed exporters of New Orleans, have opened a branch office at this port with F. Weiseman in charge.

Howe, Tex.—I started a new business here on June 17, under the name of the Howe Grain Co., but was enjoined by the Howe Grain & Merc. Co., of which I was mgr. for over 20 years, from using the name Howe and pending the decree of the court, will continue business as Hughes & McCoy.—J. A. Hughes, mgr.

Fort Worth, Tex.—There will be a large lot of sorghum, field peas, milo and kafir planted in all parts of the state, thus assuring us a bountiful supply of feeds. This condition should tend to cheapen price of Texas oats and many dealers think the price will decline to 35 cents in sacks, some predicting 32 cents. At the latter price, which will be \$1.00 per hundred lbs., it is figured that the larger dealers will store the best grade of oats freely.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

UTAH.

Tremonton, Utah.—There is a good opening for a grain elvtr. at this place, which is one of the best shipping points in the Bear River Valley.—Waldron & Brenkman.

WASHINGTON.

Tacoma, Wash.—The supply of jute grain sacks for the present crop is still 6,600,000 bags short, a total of 51,000,000 bags being required. The scarcity has bot about the highest price in history for bags, 10c a piece being paid. Farmers in the Pacific northwest are compelled to use the sacks, the railroads having so ruled and been sustained by the courts. All grain must be sacked in bags containing not less than 100 lbs. and it can not be shipped in bulk.

Creston, Wash.—At the recent annual meeting of the Creston Union Grain Co. A. H. Anderson was elected pres, and Geo. Kunz, sec'y. The stockholders also voted to increase the capital stock of the company from \$5,000 to \$12,000 and to build a 40x100 ft. annex to the present plant.

Tacoma, Wash.—The Public Service Commission held a hearing June 28 in this city to take testimony in regard to the grain inspection rule, known as Rule 8½, which provides for the discounting of 2c and 4c a bu. on grades lower than No. 1 and 2. The rule has been held in abeyance until farmers, millers and grain dealers who have protested it could be heard. C. W. Nelson represented the Farmers Union Warehouse Co., John T. Bibb the Millers & Grain Buyers Union and A. W. Tidmarsh and Thos. Fransioli, the Merchants Exchange of Seattle. G. W. Lee was chairman of the commission and Harry G. Wilson and Jesse S. Jones were the other members. The rule which was adopted Feb. 12, 1912, as rule No. 8½, supplementary to the rules adopted Aug. 11, 1911, is as follows: Wheat which is sufficiently bleached, soft or containing sprouted or damaged kernels, so as to affect its value to the extent that it is not good enough to grade No. 1 and testing not less than 56 pounds to the measured bushel, shall be graded No. 2 and shall be discounted not to exceed 2 cents per bushel from the price of No. 1, the discount to be discretionary with the inspector. Wheat which is sufficiently bleached, soft or containing sprouted or damaged kernels so as to affect its value to the extent that it is not good enough to grade No. 2 and testing not less than 54 pounds to the measured bushel, shall be graded No. 3 and shall be discounted not to exceed 4 cents per bushel below the price of No. 1, the discount to be discretionary with the inspector. Wheat which is too badly bleached, soft or containing sprouted or damaged kernels to grade as No. 3 shall be graded to grade and treated as provided for in Rule 12.

WISCONSIN.

Superior, Wis.—The Superior Terminal elvtr. was closed for repairs during the week of June 24th.

Durand, Wis.—I am having new machinery put in my elvtr. and am enlarging the building.—John J. Black.

Onalaska, Wis.—A. Grams & Son of La Crosse have begun work on the erection of their new elvtr. and warehouse.

Delavan, Wis.—C. A. Sage and J. S. Field have bot the lumber and grain business of the Cooper & Hughes Merc. Co.

Suring, Wis.—The Wagner Co. will build a 60x40 ft. concrete potato elvtr. and will move its grain elvtr. adjacent to the new building.

Manitowoc, Wis.—A damage suit bot by the Sam Hall Grain Co. against the C. & N. W. R. R. Co. came to a sudden end when it was discovered that a mistake in adding had been made by the plaintiffs, who were suing for the value of 100 bus. of rye. The Hall Company had paid for 1,200 bus. and had only received 1,100, but after the jury had been drawn and the first witness was on the stand it was found that the weigher had shipped only 1,100 bus. and had added the tallies wrong. The case was non-suited at once.

MILWAUKEE LETTER.

The following were admitted to membership in the Chamber of Commerce during June: Loyal Durand, D. E. Sullivan, Fred C. Ebeling and Philipp Jung, Jr. Transferred memberships were: H. S. Garvey, Wm. T. Ebeling, dec'd, and Philipp Jung, dec'd.—H. A. Plumb, sec'y.

Milwaukee, Wis.—Herman Deutsch, pres. of the Herman Deutsch Co., has been suspended from the Chamber of Commerce for 30 days, on charges of alleged contempt by the board of arbitration. He is said to have ignored the call for his presence at a meeting of the board, to give testimony, data and information desired by the com'te in the adjustment of differences in the settlement of a partnership with Francis Duhne, Jr., formerly sec'y-treas. of the Deutsch Co.

Receipts of grain at Milwaukee during June included 502,640 bus. of wheat, 1,210,329 of corn, 1,062,800 of oats, 270,400 of barley and 89,100 of rye; compared with 529,970 bus. of wheat, 775,180 of corn, 1,694,900 of oats, 391,300 of barley and 27,540 of rye received in June, 1911. Shipments for the month included 31,550 bus. of wheat, 696,311 of corn, 656,810 of oats, 72,700 of barley and 31,482 bus. of rye; compared with 568,698 bus. of wheat, 457,750 of corn, 1,643,152 of oats, 352,329 of barley and 19,380 bus. of rye shipped in June, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The directors of the Chamber of Commerce have fixed the rate for the weighing of grain from railroad cars upon Chamber of Commerce wagon scales at 80c a car load, consisting of ten wagon loads or less. When in excess of ten wagon loads a charge of 5c for each additional wagon load is made. Grain and malt 10c per wagon load. The former charge was 50c per car of ten wagon loads or less and an additional charge of 5c for each wagon load in excess of that number, and grain and malt from other sources than railroad cars in quantities of ten wagon loads or more 5c per load, and in quantities of less than ten wagon loads 10c per load.—H. A. Plumb, sec'y.

Enforcement of Food and Drugs Act.

The first jail sentences under the pure food and drugs act were imposed during the three months of the quarter prior to July 1, as reported by Sec'y Wilson of the U. S. Dept. of Agriculture. Several hundred consignments of food stuffs found to contain filthy, decomposed or putrid material were condemned and destroyed after seizure.

During the same period several thousand samples of foods and drugs offered for import into the United States were, upon examination by the port laboratories of the Dept. of Agriculture, found to be adulterated or misbranded.

In April, May and June, 1912, more than 500 cases were reported to the attorney general for prosecution, including both criminal prosecutions and recommendations for the seizure of adulterated and misbranded foods and drugs. This number is one-eighth of the total number of cases reported for prosecution since the Act became effective on Jan. 1, 1907, is double the number reported by the sec'y to the attorney general during April, May and June, 1911, and exceeds by more than 25% the number of cases reported during the first quarter of 1912. The number of cases reported was so large that it has been found necessary for the United States attorneys in some of the large judicial districts to make up special calendars of food and drug cases and set aside several weeks exclusively for the trial of such cases.

Country grain dealers shud buy damaged or heating grain at the right price or not at all.

For rebating the Grand Rapids & Indiana Ry. was fined \$14,000 July 9 in the United States Court at Grand Rapids, Mich.

The July calendar of Gale Bros. Co. of Cincinnati, O., may or may not have been selected with "malice aforethought," but certain it is that one glance, at the "Quiet Cove" with its fishing smacks, its stretch of sandy beach, and sunset sky, makes thots of vacation come "arushing," especially when the thermometer has climbed so high that we dare not look at the dial. The picture is a copy from Lamasure.

DEATH OF JOSEPH DUVAL.

After having been a conspicuous figure in the business and social life in and around Kewaunee, Wis., for more than 50 years, Jos. Duvall, pres. of the Kewaunee Grain Co., died recently at his home in that city after suffering for several months from kidney disease.

Of sturdy French descent, he was a man of great determination, uncompromising to a fault, building his success on the solid foundation of absolute honesty and a grim determination to win at all costs. As a lumberman, a merchant, a money loaner, a grain man and banker, he was known as one of the solid, substantial men of the community, who detested hypocrisy and gum shoe methods; he was plain, blunt, outspoken; he struck direct from the shoulder.

His word was as good as his bond and he was a self made man in the truest sense of the word.

Mr. Duvall was born at Nicollette, Que., Aug. 31, 1835, making his home in the United States since he was 11 years old. He came to Kewaunee in 1848 and from that time until his death did much to develop the trade and resources of his chosen home.

Mr. Duvall was twice married and is survived by a daughter, two sons and two step children. The flag on the court house hung at half mast during the fu-

neral services in mute tribute of the esteem and love in which he was held by his friends and neighbors of half a century and more. A portrait of deceased is given in the engraving herewith.

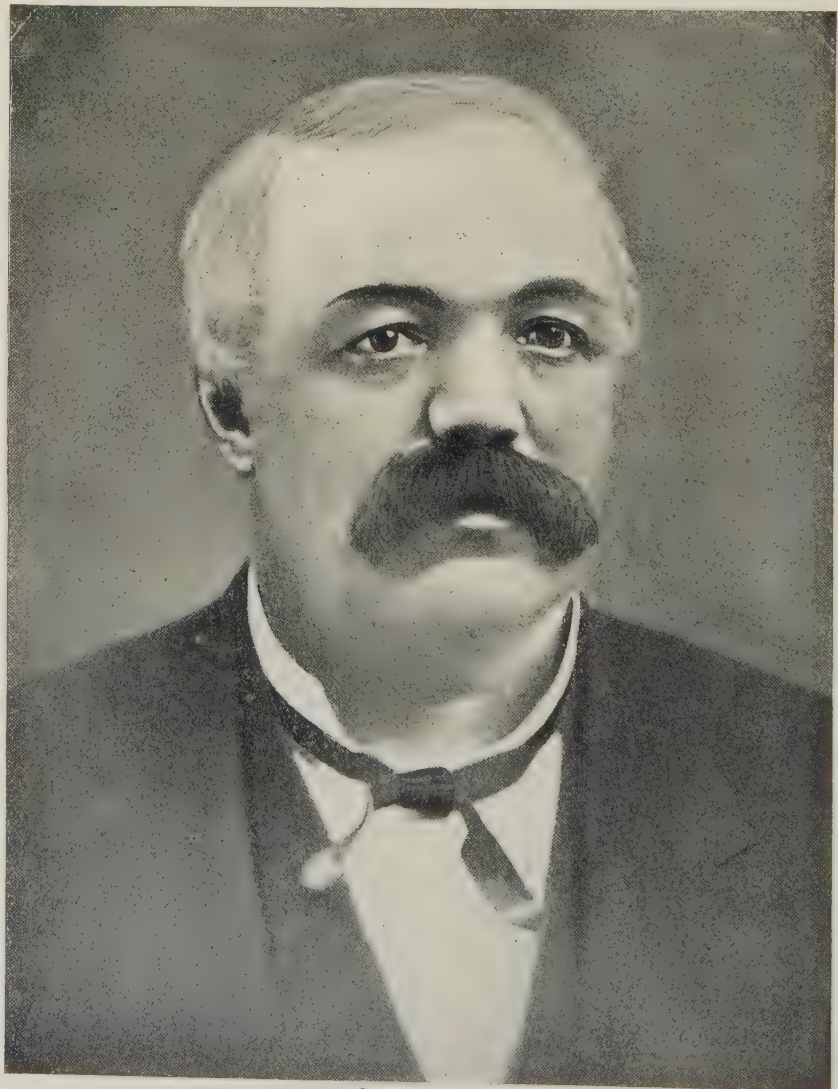
Abuse of Milling In Transit Privilege.

Drastic regulations to safeguard the milling in transit privilege will be required of the railroads by the Interstate Commerce Commission, according to an announcement made July 6 upon the completion of an extensive investigation by agents of the Commission.

Gross frauds and violations of the law have been revealed. Some carriers have attempted to conform to the regulations previously made by the Commission, while others have practically ignored them, creating a condition of great inequality in the handling of grain and grain products.

The Commission holds that it possesses adequate power under the law to regulate the transit privileges and may prescribe regulations that will free the operation of transit privileges from any illegal practices.

Rules policing transit privileges, as exhaustively laid down by the Commission, must be established by the carriers not later than Aug. 15 and be maintained in operation for at least two years.



Joseph Duvall, Kewaunee, Wis., Deceased.

Patents Granted

Bag Holder. No. 1,030,882. (See cut.) Sherman Fee and Otto T. Traiser, Oscola, Wis. A hollow standard is provided with a base and a slidably mounted sleeve supporting a pair of arms fulcrumed at their lower ends and at their upper ends having arms for holding a bag. On the rod moving within the standard is a spring between the sleeve and support to fold the arms.

Seed Corn Tester. No. 1,031,669. (See cut.) C. E. Twamley, Alexandria, S. D., J. L. Twamley, adm. of est. of C. E. Twamley, deceased, assignor to National Seed Tester Co., Des Moines, Ia. The tester is designed to contain the kernels from a single ear of corn, the grains lying flat on a glass panel thru which the operator may look toward a light. Parallel to the stationary glass panel is a hinged panel normally closing the chute down which the kernels drop from the hopper above.

Dust and Grain Separator. No. 1,030,875. (See cut.) Francis H. Day, Minneapolis, Minn. Extending thru the floors of a building is an upright pipe open at the lower end near the floor and passing upward air currents which separate the dust from the grain kernels delivered with the sweepings. On each floor is a hopper to receive the sweepings and spout them into the upright pipe, the upper end of which connects with the dust collecting system.

Alfalfa Feeder. No. 1,031,073. (See cut.) Wm. H. Kissel, Omaha, Neb. Below the upright wall of the containing chamber is an inclined bottom forming a horizontal passageway. Supported on the bottom is an endless belt having transverse engaging strips traversing the passageway. The area of the passageway is increased or decreased by a detent plate disposed horizontally adjacent to the upright wall of the chamber and provided with apertured ledges which are maintained by springs in contact with bosses at the lower terminal of the adjusting arms.

Discharging Apparatus for Belt Conveyors. No. 13,434. (See cut.) Thomas A. Edison, Llewellyn Park, Orange, N. J. The combination of a traveling imperforate belt conveyor adapted to carry a stream of separate solid particles of material, a rota-

ting drum or roller mounted adjacent with its upper roller moving in the same direction as the conveyor, means for feeding to the roller a stream of solid particles of the width to be carried by the conveyor, the roller having peripheral means adapted to receive the material and cause the velocity of the roller to be impaired and to project the same upon the conveyor, thus lessening the wear upon the conveyor due to the discharge thereon of solid particles of material. The combination has upper and lower runs of a belt, with means located between the upper and lower runs for receiving material discharged from the upper run and means located beneath the shelf for receiving material discharged therefrom and projecting it forwardly in the direction of and upon the lower run and means for driving the roller from the belt. The roller has a plurality of radial wings.

SULFUR - BLEACHED GRAIN Must Be So Labeled or Invoiced.

In decision No. 145 the Board of Food and Drug Inspection of the U. S. Dept. of Agri. on June 28 made the following announcement:

The Department of Agriculture has received numerous inquiries relative to the application of the Food and Drugs Act to oats, barley and other grains bleached with the fumes of sulfur. It appears that by this process grains which are damaged or of inferior quality may be made to resemble those of higher grade or quality, and their weight increased by addition of water. Such products, therefore, are adulterated within the meaning of the Food and Drugs Act of June 30, 1906, and can not be either manufactured or sold in the District of Columbia, or in the Territories or transported or sold in interstate commerce.

It is represented, however, that grains which are weather-stained or soil-stained, the quality of which is in no wise injured in other respects, are sometimes bleached with sulfur fumes. Pending the report of the Referee Board of consulting scientific experts as to the effect upon health of sulfur dioxide, and the results of experiments being made by this Department as to the effect of sulfur-bleached grains on animals, no objection will be made to traffic in sound and wholesome grains which have been bleached with sulfur dioxide and from which the excess water has been removed, provided that each and every package is plainly labeled to show that the contents have been treated with sulfur dioxide. Bulk shipments should be properly designated on invoices. The terms "purified," "purified with sulfur," "processed," etc., are misleading and not proper designations for these products.

Attention is also called to the fact that grains bleached with sulfur fumes may have their germinating properties very seriously impaired.—R. E. Doolittle, F. L. Dunlap, A. S. Mitchell, Board of Food and Drug Inspection. Approved, James Wilson, Sec'y of Agri.

As to the effective date Sec'y Wilson advises that the decision will apply on the new crop.

I can't do without the Grain Dealers Journal.—W. E. Hunsaker, Olean, Mo.

Wheat shipments from Virginia will this season according to report be diverted to Ohio and Indiana.

The time honored practice of distributing calendars during the holiday season was given an awful jar last week by the Roehen-Cary Grain Co. of Kansas City, Mo., who are sending out a very artistic calendar bearing the reproduction of an attractive scene in the Berkshires.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

The wheat situation, in our opinion, is a remarkably strong one. When the price was \$1.00 per bu. a year ago the country was pouring wheat into Chicago, but this year, with the price at \$1.15, the meager receipts indicate an exhaustion of old reserves, and when harvest comes the country will be drawing wheat from Chicago instead of shipping it to that market, because of enormous loss in the soft winter wheat crop.

**Consignments of Grain
and orders for future
transactions solicited.
Also orders for wheat
from millers.**

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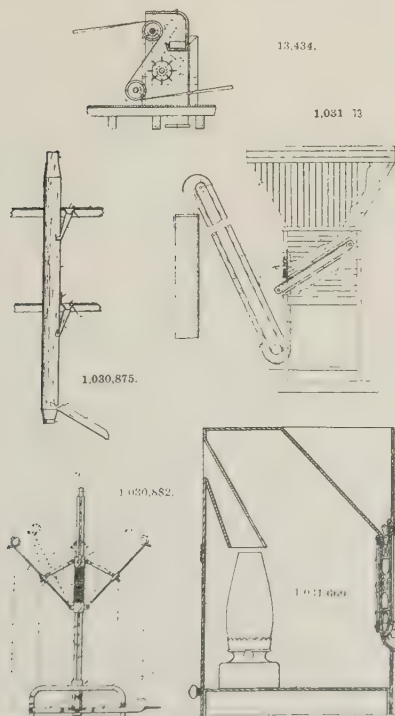
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For Stock and Grain Houses
THE ROOKERY CHICAGO



Seeds

Never saw meadows better in my 30 years of experience.—W. C. Smith, Car-mi, Ill.

Rogers & Linville, grass seed dealers, Carlisle, Ky., suffered a loss of \$1,500 by fire which burned an entire block; insurance, \$500.

The King Seed & Improvement Corporation of Richmond, Va., is defendant in a suit for \$6,000 damages brot June 14, by Earl Brown and others.

Timothy sown early as high as wheat; hay meadows very weedy; prospects for good seed not promising. Same can be said of clover.—Boden Bros., New Vienna, O.

H. D. Ebbert has sold his interest in the Ebbert Seed Co., of Rocky Ford, Colo., to his partner, Mr. Creager, and intends to enter the business again, alone.

The Dickinson Seed Co. has been incorporated at Chicago, Ill., with the nominal capital of \$2,500, by Chas. Dickinson, Eugene H. Garnett and Frances Dickinson.

We are building a 2-story warehouse addition to our seed corn elevator to accommodate our increasing seed corn and seed business.—Geo. T. Fielding & Sons, Manhattan, Kan.

A seed warehouse will be erected at Madison, Wis., by the L. L. Olds Seed Co., formerly of Clinton, Wis., on a site just purchased, 99 by 132 feet. The building will be of steel and concrete, five stories high, and cost \$50,000. The foundation will be put in this fall and the superstructure completed next year.

W. D. Malone of San Marcos, Tex., was given a judgment of \$4,000 with \$1,073.82 interest against the H. G. Hastings Seed Co. of Atlanta, Ga., as the result of a failure of an onion crop, the seed of which was purchased from the defendants. The case has been in the courts for the last five years, Mr. Malone suing for \$17,750.

Chicago received during the week ending July 6 12,500 lbs. timothy seed, 48,700 lbs. clover seed, 27,000 lbs. other grass seeds, and 3,100 bus. flaxseed; against 6,100 lbs. timothy seed, no other grass seeds and 24,200 bus. flaxseed during the corresponding week of 1911. Shipments for the week have been 122,100 lbs. timothy seed, 38,000 lbs. clover seed, 344,300 lbs. other grass seeds and 3,300 bus. flaxseed; against 1,000 lbs. timothy seed, no clover seed, 44,700 lbs. other grass seeds and 2,800 bus. flaxseed during the corresponding week of last year.

The Texas Seed & Floral Co., of Dallas, Tex., has been awarded \$305 reparation by the Interstate Commerce Commission for overcharge by the Nickel Plate road on shipments of incubators. The western classification provides carload ratings on incubators and brooders at second class, crated or boxed, minimum weight 12,000 pounds per carload; and, when "knocked down flat, boxed," fifth-class rating, subject to a minimum of 30,000 pounds. The Commission held that it is clearly shown that compliance with the conditions upon which the lower rating is based is impracticable, and that the carload rating upon straight or mixed shipments of brooders and incubators,

crated or boxed, ought not to exceed fourth class, subject to a minimum weight of 24,000 pounds for a 36-foot car.

Meadows very fine but acreage smaller than in the past. Not much clover to cut for seed and no great amount of timothy to thresh.—H. T. Stout, Crawfordsville, Ind.

Deep River, Ia.—Chas. Atherton and Harry Minehart have bot the seed business of W. E. Cox & Son. I am continuing in the grain business as usual.—A. L. Minehart.

On account of abundant growth of alfalfa hay not much seed will be saved; alfalfa ready for second cutting; yield good. Grass is good.—Beloit Seed House, Wagner & Harmon, prop., Beloit, Kan.

Clover is a small crop, spotted and very weedy; spring sowing never better; timothy crop fair; short acreage. Unusual amount of hungarian and millet seed sown.—T. A. Paine, W. E. Tuttle & Co., Springfield, O.

London, Eng., June 24.—The usual summer quietude is now experienced on the seed market. Beyond a small demand for rape, mustard, lucerne and gore tares, with firm prices, there is no movement.—John Picard & Co.

The Vogeler Seed Co., of Salt Lake City, Utah, is remodeling its warehouse at Fremont, and equipping it with electrically driven machinery for the handling and recleaning of seeds and grain. The remodeled building will be 40 by 110 ft.

E. C. Boyer, who recently sold his elevator at Tampico, Ill., to the Farmers Elevator Co., will enter the seed business. He has purchased a 240 acre tract, which he will develop into a seed farm, to be operated in connection with his several seed houses in Tampico.

Red top clover shows indications of a promising crop in most places, according to H. A. Brown, of the Minneapolis Seed Co. Reports from Illinois state that this year's crop will be 25% above last year's, with a proportionate improvement in quality. With fine weather the per cent may rise as high as 50.

Condition of timothy in Missouri is placed at 87%; compared with 37% a year ago; clover, 82.2%, against 47% last June; alfalfa, 88.8%, against 66%. Pastures continue fine; condition 91.2%, against 40% in June, 1911. Flaxseed acreage is placed at 75% and condition at 89.5%; broomcorn acreage, 87.8%, condition 87%; cowpeas acreage, 110.6%, but are not doing well.—Report of T. C. Wilson, sec'y Missouri State Board of Agri.

Clover seed has been weak lately. There has been considerable short selling, also some letting go by holders, the latter affected somewhat by the weakness in grains and timothy seed futures. There has not been any material change in crop conditions, but the bulge that took place a week or so ago was simply on shorts covering, and since then the demand from that source has been light, and it has been easier to buy the futures than sell them. Our reports from shippers are, if anything, a trifle better than a week ago, but the crop is not going to be a very large one because of the decreased acreage. The price seems to be the principal reason for many selling short, and the small acreage and possibility of damage is what makes the buyers, although (as we have said before) some have been so successful on the long side the past few years they think there is nothing to it but to simply

step in and buy futures and make money. News from abroad cannot be construed either as bullish or bearish. It will be a little while yet before the real prospect is known on the other side.—J. F. Zahm & Co.

Baltimore received 814 Bushels of clover seed and shipped none during June; compared with 229 Bushels received and no shipments in June, 1911.—Jas. B. Hessong, sec'y. Chamber of Commerce.

Painesville, O.—Seed of all kinds has been very scarce, with prices correspondingly high. Red top clover and timothy promise fairly well in some districts, and with favorable weather will produce a bumper crop.—W. F. Thekildson, of the Storrs & Harrison Co.

Cincinnati received during June 28 bus. of flaxseed, 400 bags of clover seed, 1 bag of timothy seed and 3,759 bags of other grass seeds. Seed shipments included 124 bus. of flaxseed, 482 bags of clover seed, 107 bags of timothy seed and 8,604 bags of other grass seeds.

Timothy in Missouri will have a light crop this year, according to A. J. Coleman, traveling representative of the Leonard Seed Co., Chicago. The grass appears to be thin in many places, due to the death of roots caused by drouth. In western Oklahoma the alfalfa crop promises to be the finest in years, as weather conditions have been perfect and the acreage seeded large. Much seed corn did not germinate and had to be replanted.

Reports so far received from the principal clover seed producing districts of Canada indicate that crop prospects are little if any better than they were a year ago, and it is doubtful whether the seed production will be more than 25 p. c. of a normal crop. Thruout southwestern Ontario the extremely dry weather last summer and autumn was very hard on the fresh seeding, and much of the clover that survived the drouth was destroyed by winter-killing. In the Lake Erie counties clover has come through rather better than further north in the Lake Huron and Georgian Bay districts. In eastern Ontario the crop is not so badly winter-killed, although the stand is light and weeds are making rapid headway. The wet weather has stimulated good growth in what clover remains, and conditions thus far are favorable for the second crop. The high price of timothy seed last season resulted in many farmers in the Ottawa and St. Lawrence valleys threshing for seed the crops that were originally intended for hay. Present indications are that larger areas of timothy than usual will be saved for seed this year.—Geo. H. Clark, seed commissioner, Ottawa, Ont.

From the Seed Trade.

Detroit, Mich.—Our spring demand for seed has been fully up to previous years and reports in our territory are all very favorable as to the catch. The young clover could not be in better condition, and while the clover meadows are somewhat spotted, prospects are better than they have been for several years. The crop is fully as early as usual. Many have commenced cutting clover.—Caughey & Carran.

Nebraska City, Neb.—The condition of the growing seed crop in our territory is good, as the spring has been cool and much more favorable than a year ago. Stocks of seeds are very light, practically no clover or timothy in farmers hands. The acreage devoted to seed crops is the

smallest for years. The farmers in this section of Nebraska have neglected the growing and developing of seed crops. The worst feature has been the lack of intelligence and interest in the matter of grass or seed crops.—Edward Bartling Seed Co.

NEW SEED INSPECTION AND Trading Rules at Chicago.

On July 2 the directors of the Chicago Board of Trade adopted the following new regulations for the inspection of prime timothy, clover, and alsike clover seeds:

Prime Timothy Seed shall be good average color, clean, sound, not too much hulled, and reasonably free from foul or foreign seed; each lot must be of uniform quality throughout and packed in clean seamless cotton bag, sewed.

Prime Clover Seed shall be good average color, clean, sound and reasonably free from brown and foreign seed; each lot must be of uniform quality thruout and packed in clean, seamless cotton bags, sewed.

Prime Alsike Clover Seed shall be good average color, clean, sound and reasonably free from brown and foreign seed; each lot must be of uniform quality thruout, and packed in clean, seamless cotton bags, sewed.

Samples to be Arbitrated upon must be presented to the com'te by 12:30 o'clock p. m., and if passed upon as prime, the com'te will issue certificate of arbitration, accordingly, which in all cases of delivery, must accompany the invoice.

Arbitration Fee.—A charge of \$1 per car, or less, will be made for the arbitration fees, which, in case the sample passes as prime, shall be paid jointly by the buyer and seller; and if said sample fails to pass, the fee shall be paid by the party tendering the sample for arbitration.

The certificate shall hold good for delivery in case of both timothy and clover seed for the crop year, provided in all cases the identity of the seed so arbitrated upon has been preserved.

All lots of other seeds to pass as prime must be of good, uniform quality thruout, and packed in clean, seamless cotton bags, sewed.

Carload.—In all sales of timothy, clover and other grass and field seeds, for future delivery or for transfer to eastern railroads by carloads, a carload shall be deemed to contain thirty-six thousand (36,000) lbs.

Fifty Bag Lots.—In sales of timothy, clover or alsike clover seed in less than car loads, such sales shall be made in lots of 50 bags or multiples thereof.

Weight per Bag.—On sales of a specified number of bags of timothy, clover or alsike seed delivery shall be made on basis of 150 lbs. of clover or alsike per bag and 120 lbs. of timothy seed per bag, but delivery may vary within reasonable limits as to number of bags used to contain the amount of seed contracted for.

Defaults.—Any excess or deficit within the above limits shall be settled for at the current market upon the day of delivery. Bags to be paid for at current market.

The passage of ships thru the Dardanelles has again been suspended by the Governor of the Dardanelles, according to a message sent by him to the Turkish Minister of the Interior.

The condition of the crops below specified, in each of the countries named, compared with an average condition, is as follows: Wheat: Belgium, 108; Hungary (including Croatia and Slavonia), 105; Roumania, 133; Canada, 101. Rye: Belgium, 107; Denmark, 90; Hungary (including Croatia and Slavonia), 102. Barley: Hungary (including Croatia and Slavonia), 100; Japan, 113. Oats: Belgium, 105; Denmark, 100; Hungary (including Croatia and Slavonia), 100; Roumania, 120; Canada, 98. Corn: Spain, 100; Hungary (including Croatia and Slavonia), 110; Roumania, 120.

THE SEED TRADE ASSN'S AT Chicago.

The American Seed Trade Ass'n, which met in Chicago June 25-27, enjoyed one of the most satisfactory annual conventions in its long history of more than thirty years. No previous convention has ever been confronted with issues so grave as those which confronted the one just completed, and the expeditious manner in which these matters were presented and decided speaks well for the executive machinery of the organization.

Resolutions were adopted commending Bill H. R. 22340, now pending in the Senate, but opposing Section IV of the Senate amendment which imposes a fine and imprisonment on any dealer caught selling adulterated seeds. This obnoxious amendment was before the convention for more than an hour in executive session and many side-lights were thrown on the discussion by various speakers. The resolution was passed only when it was clear that best judgment called for some such protest to remind Washington that it must not be too severe on a business whose very existence rests on the personal integrity of its members.

More than 125 dealers were in attendance before the close of the convention, and so absorbing were the issues and discussions on Thursday morning that the seedsmen found themselves arrived at 2:30 p. m. with no remembrance of having had dinner.

Officers and com'tes elected and appointed for the coming year are Chas. N. Page, Des Moines, Ia., pres.; Harry L. Holmes, Harrisburg, Pa., first vice-pres.; Arthur N. Clark, Milford, Conn., second vice-pres.; C. E. Kendel, Cleveland, O., sec'y-treas.; J. H. Ford, Ravenna, O., ass't sec'y-treas.; Albert McCullough, Cincinnati, O., Arthur N. Clark and J. C. Robinson, Waterloo, Neb., membership com'te, and Leonard Vaughn, Kirby White, Charles Boyles, Chicago; C. N. Keeney, Le Roy, N. Y., and W. B. Ross, Worcester, Mass., executive com'te.

The Wholesale Grass Dealers Ass'n, which held its annual convention at the same time and place as the American Seed Trade Ass'n, elected the following officers for the coming year: A. E. Reynolds, Crawfordsville, Ind., pres.; Chas. Boyles, Chicago, vice-pres., and W. G. Scarlett, Baltimore, Md., sec'y and treas.

A merger of more than 50 flour mills in western and northern Ontario is being promoted.

St. Louis received 14,170 tons of feed during June and shipped 21,706 tons, compared with 7,700 tons received and 18,742 tons shipped in June, 1911.—Eugene Smith, sec'y Merchants Exchange.

St. Louis received during June 5,900 lbs. of timothy seed, 30,000 bus. of flaxseed and no clover seed; compared with 6,875 lbs. of timothy seed, 6,540 lbs. of clover seed and 2,400 bus. of flaxseed received in June, 1911. There were no seed shipments for during the month in either year.—Eugene Smith, sec'y Merchants Exchange.

With a view to forestalling any unpleasant developments which might result from a congressional investigation of his official conduct, George P. McCabe, a solicitor for the Dept. of Agri., will leave the government service in the fall, according to a current rumor. It is said that Dr. F. L. Dunlap, associate chemist in the Bureau of Chemistry, will also leave at the same time.

ALL ABOARD

for G. D. N. A. Meeting.

The Norfolk & Western Railway having been selected by the Directors of the Grain Dealers' National Association as the Official Route to Norfolk, Va., for the Sixteenth Annual Convention, October 1st, 2d and 3d, members and others who will attend are requested to communicate with Mr. H. G. Grant, T. P. A., N. & W. Ry., 308 Marquette Bldg., Chicago, Ill., who will be glad to give full information as to rates, etc., and make the Pullman reservations desired.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

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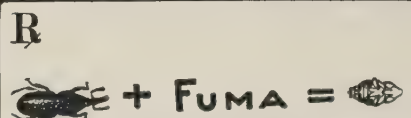
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Give us a trial and we will prove it.

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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy Bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

Grain Carriers

A physical valuation of all its properties is being taken by the Burlington road as a preparation for rate legislation.

Two carloads of wheat were a part of the first shipment over the new line of the Gt. Nor. R. R. running from Minot, N. D., to Page, N. D., which makes connections with the Casselton-Devils Lake line, a distance of 175 miles.

A receiver has been asked for the Mississippi Valley Transportation Co. which was organized in 1908 to operate barges between St. Louis and New Orleans. It was capitalized at \$10,000,000, but only a part of the stock was ever paid. The minority stockholders are the petitioners.

Failure on the part of the crew to keep the pumps working in one part of the ship which resulted in the ruination of 4,000 bus. of wheat for milling purposes has resulted in a peculiar damage suit involving the National Mlg. Co. of Toledo, O., which recently received the cargo.

Indianapolis shippers are on the trail of railroads who make a practice of unfair weighing and are collecting local data to be presented to the Interstate Commerce Commission, which is making an extended investigation of weighing conditions on various railroads thruout the country.

Complaint against the all rail rate of 26c on wheat from Minneapolis to New York has been lodged with the Interstate Commerce Commission by the Federal Milling Co., of Lockport, N. Y., alleging discrimination against mills east of Chicago in that the rate on flour is only 25 cents.

Neglect to supply adequate transportation facilities to grain shippers is the charge recently brot by the Southwest Missouri Millers Club against the St. Louis & San Francisco, the Missouri Pacific, the Atchison, Topeka & Santa Fe and the Missouri, Kansas & Texas Rys. in a hearing held before the Interstate Commerce Commission in Joplin, Mo.

Among the topics to be considered at the meeting of the National Industrial Traffic League on July 17-18 at Detroit, Mich., are Bs/L; proposed changes in demurrage and car service rules; clearance bill; incomplete expense bills; weights to govern in the assessment of freight charges; the bill for the appointment of deputy interstate commerce commissioners and senate bill 6007 regarding freight claims.

Millers and grain men of the west will attend the hearing to be held July 10 at Chicago before Examiner Boyle of the Interstate Commerce Commission relative to the alleged unjust rates on wheat from Minneapolis to Chicago. It is alleged that Minneapolis millers can bring wheat to that city, make it into flour and ship it to Chicago at the rate of 7½c per 100 lbs., as a result of the milling-in-transit arrangements, whereas Chicago millers are compelled to pay 10c per 100 lbs. on wheat shipped to Chicago from Minneapolis which gives the Minneapolis millers an advantage of 2½c per 100 lbs. so far as freight rates are concerned. The fact that the carriers transport rye, oats and barley in car lots originating north and west of Duluth and Minneapolis to Chicago and Peoria at the rate of 7½c per 100 lbs. is given as

another reason for dissatisfaction with the present schedule and the commission will be asked to reduce the rate on wheat between the two cities to the same level as flour, rye, oats and barley.

The Interstate Commerce Commission has ordered the trunk lines to accept flour delivered to them at Buffalo for rail transportation, by the Flour City line, complainant, and gives its opinion that the eastern carriers should not receive a division of more than 11c per 100 lbs., covering the handling of the traffic from the end of the gangplank to New York. The decision is a complete victory for the millers of Minneapolis.

The Interstate Commerce Commission recently held the freight rates on coarse grain from points in South Dakota on the line of the C. M. & St. P. from Canton to and including Elk Point to be discriminatory against Omaha and unduly preferential to Minneapolis. New rates to Omaha not less than 1½c per 100 lbs. lower than those contemporaneously exacted from the same points in Minneapolis were requested of the railroad to become effective Sept. 1. Complainant was the Omaha Grain Exchange.

A hearing on the proposed readjustment and advance in grain rates was given the grain dealers July 3 by the Central Freight Ass'n at Chicago. Later in the day the railway officials conferred and a reluctance to make the advances developed, unless an advance could be brot about from Missouri River points. Accordingly a com'te of five, composed of the representatives of the New York Central, Alton, Wabash, C. & E. I. and Illinois Central roads, was appointed to take up with the western lines the matter of advancing rates from the Missouri River to Mississippi River points, Memphis, East St. Louis, Peoria and Chicago.

Elevation allowances, by a ruling made July 2, by the Interstate Commerce Commission, may be paid at grain markets on the Ohio and Mississippi Rivers, on the Great Lakes and Chicago, as well as at the Missouri River cities. An order will be withheld by the Commission until railroads and shippers have had an opportunity to adjust their business on the new basis. The allowances sanctioned by the Commission are: Storage for each ten days or part thereof, after first ten days, ¼ cent a bu.; clipping, ¼ cent a bu.; cleaning, ¼ cent a bu.; mixing, ¼ cent a bu.; sulphuring, ¼ cent a bu.; drying, from 1 to 1½ cents a bu., and sacking, ½ cent a bu., sacks and strings to be furnished by owner of the grain; transportation elevation and commercial elevation, ¾ cent per 100 lbs.

Specific instances of discrimination in favor of Louisville and Cincinnati grain shippers in shrinkage allowances were recited by Indianapolis grain dealers at a recent hearing held before Special Examiner John S. Burchmore of the Interstate Commerce Commission, the complainants alleging that the roads thru these two cities refused to grant them the 2c per 100 lbs. on grain purchased in Illinois and shipped from Indianapolis into southern territory after being weighed and graded, which they claim makes them unable to compete in southern territory with the Louisville and Cincinnati shippers who obtain the shrinkage allowance. W. F. Goodwin, traffic mgr. of the L. & N. Ry. Co., testified that the allowance was made to the shippers mentioned to equalize the rates with Evansville and Cairo. Among those who testified were Horace E. Kinney, V. M. Morgan, and Frank A. Witt. Joseph Keavy, commis-

sioner of the Indianapolis Freight Bureau, which initiated the complaint, testified as a freight expert. Both the grain and railroad men waived oral argument and agreed to file written briefs. The briefs are to be in the hands of the commission Sept. 20 at Washington, when the case will be decided.—M.

Canadian railroads have swamped car manufacturers with orders for additional rolling stock. General Manager Leonard, of the Canadian Pacific, has submitted a statement to the Railway Commission declaring that the company "finds itself in a curious position in that it can not get car manufacturers to take its money for cars required for additional equipment." All the car shops in the country are hopelessly behind in filling orders and it is claimed that the present shortage of rolling stock is due largely to the inability of makers to keep up with orders. The directors of the Canadian Pacific recently authorized an expenditure of \$19,000,000 for cars, but it has been found impossible to get any car manufacturing firm to guarantee the required cars within a reasonable time.

Atlanta dealers contended that because of the thru rate Nashville dealers enjoyed on shipments of grain from Louisville, the latter were able to undersell them in territory within 30 miles of Atlanta. They asked for an equalization of rates that would enable them to compete with Nashville dealers. The Interstate Commerce Commission ordered an equalization, but on an appeal to the commerce court the Commission's decision was reversed. The commerce court's decision was a finding on a principle of fact and not of law. Had the court ruled on a point of law, Memphis dealers, who are now seeking to have a similar adjustment effected for their southeast shipments, would have been benefited considerably by the decision.—C. B. Stafford, traffic commissioner for Memphis Grain Dealers Ass'n.

Decision Favors Milwaukee.

E. P. Bacon interprets as follows the decision of the Interstate Commerce Commission: The decision is that grain rates to Milwaukee from points in South Dakota, southwestern Minnesota and northwestern Iowa, from which the distances to Duluth and Superior on the one hand and Milwaukee on the other are substantially equal, measured by the lines over which the grain is transported from the point of origin to the respective terminal points, shall not exceed the rates in force to Duluth and Superior.

The distance from 65% of the stations on the line of the Chicago, Milwaukee and St. Paul railway to this territory is substantially the same to Milwaukee as to Duluth-Superior. Rates to Milwaukee from these stations at present range from ½ cent to 2 cents per 100 pounds greater than to Duluth-Superior. The difference in distance from the remaining 35% of the stations involved on the lines of that railway range from 12 to 15% against Milwaukee and the rates range ½ cent to 3 cents per 100 pounds greater to Milwaukee than to Duluth-Superior. The Commission requires that these shall be graded down so as to more correctly represent the difference in distance.

The difference in distance from points on the lines of the North-Western and Omaha roads in the territory in question ranges from 20 to 30% against Milwaukee and the difference in rates from ½ to 3 cents per 100 pounds. Some reduction will be necessitated from a considerable number of these points.

The decision, taken as a whole, will be of great advantage to the grain trade of Milwaukee. Under the amended interstate commerce law the order of the Commission is immediately operative and so continues until overruled by the courts. The reductions required in rates are to go into effect on Sept. 1 next.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Grand Trunk in ICC No. A1480 gives allowances for weighing, transferring or elevating grain, in effect July 22.

C. H. & D in ICC No. 1317, gives rates on grain and grain products from C. H. & D. stations to C. F. A. and Can. points, effective July 20.

Wabash in ICC No. 3049, effective July 28, will make rates on grain and grain products from Illinois points to East St. Louis, effective state June 26.

C. C. C. & St. L. in Sup 8 to ICC No. 4704, quotes rates on grain and grain products from Columbus, O., to C. F. A. and western points, effective Aug. 1.

C. Gt. W. in sup 17 to ICC No. 4632, gives rates on wheat, flour, oats, rye, corn and barley, between stations in Minn. and Kan., Mo. and Ia. points, effective July 15.

Gt. Nor. in sup 12 to ICC No. A3429, gives rates on grain and grain products and articles taking same rates between stations in Minn., Ia., Wis., S. D. and N. D., effective July 22.

Ill. Traction in sup 8 to ICC No. 2 makes rates on wheat, barley, oats, rye and screenings from Chicago, East St. Louis, Peoria and points on the system in the state, effective July 29.

M. K. & T. rate effective July 15, grain and grain products between Joplin, Mo., and St. Paul, Minneapolis, Minnesota Transfer and Winona, Minn., wheat 19c, corn 17.5c, flaxseed 21.5c.

St. L. & S. F. in sup 9 to ICC No. 6257, quotes rates on grain and grain products, from Ark., Ill., Ia., Kan., Mo., Neb., Okla. points, also Memphis, Tenn., to Ark. points, effective July 26.

C. P. & St. L. effective July 15, makes rates on alfalfa meal, brewers dried grain, brewers refuse, malt sprouts, millstuff, from Alton, East St. Louis to Milwaukee, Wis., 9c; Waukegan, Wis., 9c.

Wabash in sup 5 to ICC No. 2373 quotes rates on alfalfa, meal, brewers dried grain, brewers refuse, cotton seed, malt, sprouts and millstuff from East St. Louis to Milwaukee and Waukegan, Wis., 9c.

Rock Island has filed ICC No. C-9337, effective Aug. 5 making rates on grain and grain products from Colorado, Iowa, Kansas, Missouri, Nebraska and Oklahoma to Little Rock, Memphis, New Orleans and southern points.

C. R. I. & P. has issued rate effective July 17, between Chicago, Ill., and Clinton, Ralph, Stafford, Butler, Ind., on wheat, 29c; corn, 27c; between Peoria, Ill., and Clinton, Ralph, Stafford, Butler, Ind., wheat and corn, 27.5c.

C. M. & St. P. has filed rates between Kansas City, St. Joseph, Independence, Sugar Creek, Mo.; Atchison, Leavenworth, Kansas, and Jackson, Prairieburg, Coggin, Robinson and Kleine, Iowa, of wheat, 14c; corn, rye, oats and barley, 11c, effective July 13.

Mo. Pac. in sup 1 to ICC No. A1918, quotes rates on barley, corn, rye, oats and wheat (originating beyond) cancelling rates from St. Louis, Carondelet, Mo., and East St. Louis, Ill., to Mo. Riv. points, applying local rates as per Mo. Pac. Trf. 1340A, ICC 1403, effective Aug. 1.

Illinois Central, effective July 20, between St. Paul, Minneapolis, Minnesota

Transfer, Minn., and Council Bluffs, Iowa; Omaha and South Omaha, Neb., north-bound rate on flaxseed, 22.5c; wheat, 16c; barley, corn, oats and rye, 15c; south-bound, flaxseed, 14c; wheat, 14¼c; rye, 15c.

C. R. I. & P. in sup 2 to ICC No. C9320, gives rates on grain and grain products from St. Paul, Minneapolis, Minnesota Transfer, Minn., to Thebes, Brookport, Cairo, Joppa, Metropolis, Ill., and Paducah, Ky., when destined to Cairo or southwestern territory, Memphis, Tenn., and New Orleans, La., and stations taking same rates, effective Aug. 8.

Wabash, effective July 15, from Kansas City, Mo. (when originating beyond) to Duluth, Minn., and Superior, Wis., wheat, 17c; corn, rye, oats and barley, 16c; between College Springs and Dewhurst, Iowa and Council Bluffs, Iowa, flaxseed, 7.5c; corn, rye, oats and barley, 6.2c; wheat, 7.5c, July 18, between dried grain between East St. Louis, Ill., and Milwaukee and Waukegan, Ill., 9c.

St. L. and S. F., July 20, between Keef- town, Warner, Briartown and Stigler, Okla., and St. Louis, Carondelet, Mo., East St. Louis, Ill., wheat, 23.5c; corn, 20c; flaxseed, 26.5c. Effective July 24, between Kansas City, Mo., and Cornville, Tabler, Middleberg, Blanchard, Washington, Gibbons Spur and Purcell, Okla., wheat, 21c; corn and articles taking same rates, 18c.

C. G. W. effective July 15, between Chicago and Five Points, Ill., corn, rye, oats and barley, 5.9c; between Chicago and Dubuque, Iowa, corn, rye, oats and barley, 9c; wheat and article taking same rate, 9.1c; between St. Paul, Minneapolis, Minnesota, and Chillicothe, Sampsel, Lock Springs, Carlow, Gallatin, Jameson, McFall, Mo., and other Missouri points, flaxseed and millet seed, 23.5c; wheat, 21.5c; corn, 16c; between St. Paul, South St. Paul, Minneapolis, Minnesota Transfer and Atchison, Kansas, flaxseed and millet seed, 23.5c; wheat, 14.75c; corn, oats, rye and barley, 13.75c.

GRAIN EXCHANGES INVALIDABLE.

It should constantly be borne in mind that the entire system of financing the movement of our crops is based upon the ability of the grain dealer and miller to protect his purchases by sales of futures, and that should future trading be abolished, or greatly restricted, the enormous sums of money necessary to move the crops would not be available, and the tendency would naturally be to largely force the buying of grain into the hands of wealthy corporations, or individuals whose resources were sufficiently large to entitle them to ample credit; while the smaller dealers whose elevator or elevators comprised their entire assets, would either be forced out of business, or find their ability to borrow seriously curtailed.

Were it not for the legitimate grain exchanges conditions governing buying and selling of grain would be similar to those deplorable conditions which exist in the marketing of fruits, vegetables, etc., at so many large centers, and which are so costly to the producer, being conducive to waste and dishonesty. A farmer sending such products to market has no idea what his returns will be until his goods are sold, and he is subject to many adverse conditions which the system in vogue of marketing these products promotes rather than prevents. Now, in contrast, just consider the methods now in vogue of marketing grain, which enables the farmer to tell within one cent per bushel of what he can obtain for his grain, thereby enabling him to sell at the most advantageous time.—John G. McHugh, sec'y Minneapolis Chamber of Commerce.

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Buy One That Is

STANDARD

one made by an established concern, upon whom you can rely for repairs when needed and from whom you can secure information or assistance in case of trouble.

It means a good deal to you, in an emergency, whether or not you can keep the machine running—for often the want of a small part, or the adjustment a "troubleman" from the factory can make, may mean a large loss or failure to carry out a contract.

Your purchase of a

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is protected by a substantial organization, owning and operating its own factory, and employing its own large corps of engineers and mechanics the year round.

These men, with years of training in our factory, are available for service anywhere and can come to you at a moment's notice, when necessary.

All parts of our machines are standardized and a supply is on hand ready for instant shipment.

While you are thinking of these things, just inquire into the FACILITIES of the various makers of **DRIERS** and **TESTERS** and judge whether it is not best for you to select a machine, the constant and satisfactory use of which is guaranteed by a live, responsible concern with its own men and machinery standing back of it.

We not only give you prompt and careful service when you buy, but we're ready, any time, and all the time, to keep your machine running and making money for you.

Drier and Tester booklets free.

Hess Warming and Ventilating Co.

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CHICAGO, ILL.

Established 1873. Incorporated 1893.

Supreme Court Decisions

Carbon Copy is an Original.—Where an instrument is made and executed in duplicate by mechanical means, all are duplicate originals, and any one of them may be introduced in evidence without accounting for the non-production of the others.—*Pittsburgh, C. & St. L. Ry. Co. v. Brown*. Supreme Court of Indiana. 98 N. E. 625.

Signature in Typewriting.—A signature in typewriting is sufficient to meet the requirements of St. 1898, § 2308, which provides that a note or memorandum evidencing an agreement for the sale of goods, chattels, etc., for the price of \$50 or more, must be in writing and subscribed by the parties to be charged.—*Garton Toy Co. v. Buswell Lumber & Mfg. Co.* Supreme Court of Wisconsin. 136 N. W. 147.

Contract not Severable into Shipments.—A contract for the sale and purchase of three cars of potatoes at a specified price per bushel is entire, and it is not severable though the seller shipped them at different times and drew a separate draft for the alleged contents of each car at the agreed price.—*Craig v. Lane*. Supreme Judicial Court of Massachusetts. 98 N. E. 685.

Receiving Drafts for Collection.—A bank taking a draft drawn by a seller of merchandise on the buyer for the price for collection, and giving the seller credit therefor, may, when payment of the draft is refused, charge the seller's account with the amount and return the draft to him.—*Merchants' Nat. Bank of Houston v. Townsend*. Court of Civil Appeals of Texas. 147 S. W. 617.

Buyer's Remedy.—Where a buyer of three cars of potatoes at a specified price per bushel accepted the first car, though he discovered a shortage in the quantity, and sold the potatoes, he could not rescind the contract by reason of the shortage, but must seek his remedy by way of setoff or recoupment, or by an independent action.—*Craig v. Lane*. Supreme Judicial Court of Massachusetts. 98 N. E. 685.

Carrier's Liability for Delay.—The rule that a carrier is an insurer of safe delivery of goods committed to it for transportation does not apply to liability for delay of transportation. In such case, the carrier is not bound to the highest possible or utmost care for rapid transportation, but only for reasonable and ordinary care and diligence to avoid delay.—*Delaney v. United States Express Co.* Supreme Court of Appeals of West Virginia. 74 S. E., 512.

Shipper Must Prove Schedule Rate.—Courts will not take judicial cognizance of the schedule of rates filed by a carrier with the Interstate Commerce Commission and published as required by the acts of Congress. A recovery as for an overcharge in freight upon an interstate shipment is not authorized, when there is no proof of the lawful rate which the carrier is allowed to demand.—*Hartwell Ry. Co. v. Kidd*. Court of Appeals of Georgia. 74 S. E., 310.

Fire Set by Locomotive Engine.—Where, in an action against a railroad company for loss of a grain elevator by fire set by sparks from a locomotive, the company offered evidence to show that the locomotive was in good repair and properly operated, evidence of another fire set by a locomotive of the company and as to the distance an engine properly equipped and operated would throw sparks was properly received in rebuttal.—*Close v. Ann Arbor R. Co.* Supreme Court of Michigan. 135 N. W., 346.

Remedy for Conspiracy in Restraint of Trade.—A combination between wholesale and retail dealers to control the price of food products and to prevent the purchase of such products by retailers not belonging to the combination is a conspiracy to com-

mon law and is punishable under Mills' Ann. St. § 1294, punishing persons conspiring to co-operate in doing an unlawful act.—*Denver Jobbers' Ass'n v. People*. Court of Appeals of Colorado. 122 Pac., 404.

Powers of Interstate Commission.—The Interstate Commerce Commission has power to determine the reasonableness of rates and may award reparation, and in both respects, where the reparation arises from a re-establishment of rates, its conclusions, being administrative, are final and conclusive unless the commission has, in some particular material to the controversy, exceeded its prescribed functions.—*Fidelity Lumber Co. v. Great Nor. Ry.* U. S. Circuit Court of Appeals. 193 Fed., 924.

Waiver of Broker's Right to Close Account.—A provision in a broker's contract with its customer, reserving the right to close transactions without further notice whenever margins were running out, could be waived by the broker, either in express terms or by a course of dealing giving the customer the right to believe that his transactions would not be closed under such authority without notice.—*Miller & Co. v. Lyons*. Supreme Court of Appeals of Virginia. 74 S. E., 194.

Value of Elevator.—A person who has been engaged in the general elevator business for 25 years, and who is the owner of an elevator which he built, is competent to testify on the issue of damages for the destruction by fire of an elevator having no market value, and it is competent to ask him for the fair cash market value of the elevator and its equipment, for the purpose for which it was used at the time of its destruction.—*Close v. Ann Arbor R. Co.* Supreme Court of Michigan. 135 N. W., 346.

Injury to Person on Track.—A railroad company is liable for the death of an employee of a consignee, who was killed by the negligent operation of a train while he was crossing intervening tracks diagonally to the car containing the shipment, where it appears that the company permitted persons to enter its yard to unload produce, and there were certain plank crossings used by wagons, but it was also necessary for consignees and their employees to go diagonally across the intervening tracks.—*Caudell v. Baltimore & O. R. Co.* Supreme Court of Pennsylvania. 83 Atl. 360.

Judicial Supervision of Rates.—A Circuit Court of the United States is without jurisdiction to enjoin the enforcement by a railroad company of an interstate rate, on the ground that it is unreasonable or discriminatory, in advance of action thereon by the Interstate Commerce Commission, which is vested by Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379). [U. S. Comp. St. 1901, p. 3154], as amended by Act June 29, 1906, c. 3591, 34 Stat. 584 [U. S. Comp. St. Supp. 1909, p. 1149], with exclusive jurisdiction to determine such questions in the first instance.—*A. T. & S. F. R. Co. v. Foster Lumber Co.* Supreme Court of Oklahoma. 122 Pac., 139.

Recommendation by Board of Trade of Commissioner.—Laws 1905, c. 19, § 2, with reference to the creation of a state grain and warehouse commission, provides that, before making appointments, the Governor shall request the Governors of North Dakota and New York and the Board of Trade of Superior, respectively, to recommend a person or persons for appointment on such commission. Held, that where the Board of Trade, without request by the Governor, made a recommendation, the law providing for request was satisfied, and no further action by the Governor in that behalf was necessary, though a long time elapsed between the recommendation and the appointment, prior to which the board notified the Governor that, if its recommendation was not satisfactory, it would like an opportunity to make another recommendation.—*State ex rel. Johnson v. Nye*. Supreme Court of Wisconsin. 135 N. W., 126.

Annuling Order of Commission.—The Commerce Court has jurisdiction of a suit to annul an "order" of the Interstate Commerce Commission which either awards or denies reparation to a complainant under Interstate Commerce Act Feb. 4, 1887, c.

104, § 16, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1909, p. 1159).—*Arkansas Fertilizer Co. v. U. S. (Interstate Commerce Commission, Intervener)*. U. S. Commerce Court. 193 Fed., 667.

Purchase of Draft.—A bank buying a draft, drawn by a seller of merchandise on the buyer for the price, and placing to the seller's credit the amount thereof, and receiving the B/L properly assigned, may not hold the seller liable on the draft on the failure of the buyer to pay, unless it protests the draft for nonpayment, or brings suit therefor against the seller at the first term of court after non-payment, or at the second term on showing good cause why suit was not brought at the first term, but it may not charge the seller's account with the amount paid by it for the draft.—*Merchants' Nat. Bank of Houston v. Townsend*. Court of Civil Appeals of Texas. 147 S. W. 617.

Refund of Overcharge.—A petition by a carrier to the Interstate Commerce Commission for leave to refund to a shipper a portion of a freight charge paid which it admits to have been excessive is not the equivalent of a complaint for reparation by the shipper under Interstate Commerce Act Feb. 4, 1887, c. 104, § 13, 24 Stat. 383 (U. S. Comp. St. 1901, p. 3164), and a denial of the petition by the Commission for want of jurisdiction, because under its construction of the statute the claim of the shipper was barred by limitation, does not constitute an order adverse to the shipper which can be made the basis of a suit by him for relief in the Commerce Court. Per Archbald, Judge, Solus.—*Arkansas Fertilizer Co. v. U. S. (Interstate Commerce Commission, Intervener)* U. S. Commerce Court. 193 Fed., 667.

PROGRAM NATIONAL HAY Ass'n.

For the 19th annual convention of the National Hay Ass'n. to be held July 16-18 at Kansas City, Mo., the following program has been arranged:

Tuesday, July 16.

Report of President—P. E. Goodrich, Winchester, Ind.
"Need for Banking Reform"—Robert Bonyng, Chicago.
Legislative Com'te Report—C. J. Austin, New York.
Statistics Com'te Report—S. T. Beveridge, Richmond, Va.
"How to Make Two Blades of Grass Grow where One Grows Now"—Bert Ball, Chicago.
"The Interstate Commerce and the State Railroad Commission"—J. A. Heath, Lenox, Mich.
Report of State Vice Pres'ts—Chas. T. Pierce, chairman, Van Wert, O.
"Necessity for National Organization"—C. D. Carlisle, Kansas City.
"Fire Insurance"—E. W. Miller, Greenville, Ill.

Wednesday, July 17.

Visit to the Hay Yards.
Standard Bales Com'te Report—G. B. Cavert, Braddock, Pa.
Sec'y-Treas. Report—J. Vining Taylor, Winchester, Ind.
"Alfalfa"—F. D. Coburn, sec'y. Kansas Dept. of Agri.
Grades Com'te Report—Maurice Niezer, Ft. Wayne, Ind.
Address—C. A. Prouty, chairman Interstate Commerce Commission, Washington, D. C.
Nominations.

Thursday, July 18.

Arbitration Com'te Report—H. G. Pollock, Van Wert, O.
Transportation Com'te Report—H. W. Robinson, Green Spring, O.
Joint Hay and Grain Com'te Report—E. L. Rogers, Philadelphia, Pa.
"Tidings from the Southland"—W. L. Fain, Atlanta, Ga.
Resolutions. Com'te Reports. Election of Officers.
Entertainment will include luncheon and reception for ladies only, Tuesday afternoon. Tuesday evening, entertainment for ladies and all members at Railroad Club. An auto ride Wednesday forenoon. Concert, vaudeville, and banquet at Electric Park, via special cars. Wednesday evening. Ball Thursday evening for Members and ladies.

Supply Trade

Sidney, Ohio.—Philip Smith Mfg. Co. has built an addition to its foundry, 95x20 ft.

Chicago, Ill.—Claude D. Stephens, president of the Stephens Eng'g Co., filed a petition in bankruptcy recently. Liabilities are scheduled at \$27,965.26. Assets are given at \$275.00.

Chicago, Ill.—Geo. B. Swift, former mayor of Chicago, died recently at his home in this city, death coming suddenly from an acute attack of heart disease. He was known to the grain trade as the builder of a number of terminal elevators and warehouses for the I. C. R. R.

Minneapolis, Minn.—The Strong & Scott Mfg. Co. has become the owner of a site at 775 Dufferin Ave., Winnipeg, on which are buildings that will be used as machine shops and foundry. This acquisition gives the company one of the best facilities of western Canada for manufacturing and repair work for flour mills.

Indianapolis, Ind.—Recent orders received by Nurdyke & Marmon Co., for flour and feed mill equipment, are those of Levi Beck, Yorkton, Sask., Campbell Mfg. Co., Owatonna, Minn., Davis Mfg. Co., St. Joseph, Mo., W. J. Muster, Houston, Tex. The Murphy Dist. Co. of Vincennes, Ind., is rebuilding the corn elevator recently burned, equipping it with the "N. & M. Co." machinery.

St. Louis, Mo.—The firm of Stone & Watts, who have for years been located at Springfield, Mo., has recently established offices in the Merchants Exchange Bldg., where they will continue the designing and contracting for new mills and elevator construction, remodeling and handling a complete line of mill and elevator supplies.

The Supreme Court of South Dakota recently rendered a decision in favor of Fairbanks, Morse & Co. vs. Chas. Heihn and others, reversing a judgment of the Circuit Court of Hutchinson County, on the issue whether an engine developed 25 h. p. as warranted by the seller. The comparison of capacity of the engine with another, the capacity of which was not disclosed except by plate attached, marked to indicate 20 h. p. was inadmissible, for want of proof of the actual capacity of the engine of which comparison was made.

Decatur, Ill.—Among export shipments made by the Union Iron Works, during the past month, was a No. 2½ Western Warehouse Combined Sheller, destination of which was Manila, Philippine Islands, to be used by the United States Government.

Indianapolis, Ind.—Chas. O. Howell, son of John Howell, grain dealer at Cammack, will call on Indiana dealers in the interests of the Avery Scale Co.

Sidney, O.—Philip Smith Mfg. Co. has made arrangements with Orr-Newell Co., Cedar Rapids, Iowa, to carry a full stock of Sidney Cornshellers, Cleaners, Chain Drags and complete line of elevator machinery, including Roller Bearing Manlifts and dumps.

The Gibson patent, No. 923,966, for a feed crusher, was held not infringed by the Bell patent, No. 796,255, machine, in the suit by the Gibson Oat Crusher Co. v. the City Fuel Co., Chicago, in the U. S. District Court for the Northern District of Illinois.—195 Fed. Rep. 772.

The primary purpose of advertising is

to create new business. And yet it is possible for a company to become so strongly entrenched that this feature becomes secondary. But the necessity to advertise remains just as urgent—as insurance. The commercial grave yard is full of firms who thought they had reached the point where they could afford to stop advertising.—*Mahin's Messenger.*

Chicago, Ill.—Additional testimony to the merits of Salisbury solid woven rubber belting is shown in the recent substantial orders of the Acme Mltg. Co., Chicago, 919 ft., Iron City Grain Elvtr., Pittsburg, 377 ft., American Mltg. Co., Superior, Wis., 1559 ft. and Valier & Spies Mltg. Co., St. Louis, 1320 ft. The variety of width and ply shows the remarkable adaptability of the Salisbury belting.

Chicago, Ill.—Recent investigation shows large amounts of money in claims against railroads remaining unpaid, due to improper preparation and inequalities in rates from country elevators to the large markets. The American Freight Audit & Storage Co., 39 W. Adams St., Chicago, have recently added to their traffic department a man thoroly acquainted with the handling of grain, with the object of obtaining the best results for grain shippers. The management has had over 20 years of traffic experience, conducting work along the same lines as followed by large traffic departments. It offers clients the closest inspection of its methods and investigation of claims.

Biggest Yield from Dried Seed Corn.

The prevailing idea that the thing of most importance in corn growing is to obtain a good stand of stalks must be discarded. Farmers must consider the productiveness of the stalks of more importance than the number. Full stands can be obtained by the heavy planting of weak seed. Good yields can not be obtained in this way. The most expensive seed to plant is that from which a stand of stalks can be obtained but from which a good yield can not be obtained. The stand of stalks bears the same relation to the grain yields as the number of trees in an orchard bears to the amount of fruit produced. Productivity as well as quality must be considered.

Seventeen separate tests conducted by the Office of Corn Investigations of the U. S. Dept. of Agriculture showed an immense superiority of dried seed corn over that stored in cribs. With identically the same treatment in the field, the seed which had been stored in the dry house produced 5 bus. more to the acre.

The point of importance is that the seed kept in the dry house did not germinate any better than the seed kept in the crib, but produced 5 bushels more per acre. By making germination tests of neglected seed and by heavy planting full stands can be obtained, but the yield may be 18 bushels per acre less than would have been harvested had the seed been selected early and well preserved.—Circ. 95, U. S. Dept. of Agri.

Manley, Neb.—I find the Grain Dealers Journal contains much valuable information.—W. B. Essick.

I cannot get along without the Grain Dealers Journal as it is the most useful paper that comes into the office.—Jas. McIntyre Bros., Jefferson, Okla.

Why is a man on the Board of Trade like a small boy at a menagerie? Because he is among the bulls and the bears.

THE PROPER PREPARATION of a grain car for loading, in order to prevent leakage in transit, is a necessary precaution that is recognized by practically every one who is engaged in the shipping of grain.

WITH THE PRESENT CONDITION of the average railroad equipment, it is not always possible for the shipper to secure a grain-tight car. The railroads, however, must be given credit for giving more attention to the physical condition of their cars, than they did a few years ago, and are putting them into as good condition as the regulations under which they operate, will permit.

IT IS THEREFORE THE DUTY of the shipper to assume some care in the preparation of the car furnished him, in order to protect himself, which, with the added responsibility of the railroad company, renders it unnecessary for the shipper to suffer a loss by reason of leakage.

THE BEST, QUICKEST and CHEAPEST method of cooping is by use of the Kennedy Car-Liners. The universal satisfaction and recommendation expressed by shippers who use them, proves their value and efficiency. **THE STEADY and RAPID INCREASE** in their sale is further proof that they are all that is claimed for them. **THE AVERAGE DAILY SALES** of Kennedy Car-Liners since January 1, 1912, being more than the entire number that were sold the first year that they were put on the market.

EVERY GRAIN SHIPPER can use these liners to advantage. While we do not insist that every car should be equipped with a liner, at the same time an occasional suspicious car that the shipper is compelled to load, should surely be given special attention, and the modern method is the Kennedy Car-Liners.

We make these liners of different grades and types, ranging in price from 50 cents to \$1.75 per car.

WHEN A SHIPPER BUYS car-liners he is not investing in a luxury, but rather in securing a very low rate of insurance against troubles, losses, worries and dissatisfaction.

LET US TELL you more about them. A postal card will bring the information.

The Kennedy Car-Liner & Bag Co.,

SHELBYVILLE, INDIANA

Successors to Fred W. Kennedy

Exhaustive Nature of Our Government's Report.

Our Government employs 20 traveling agents, each assigned to report for a separate group of states. These agents are especially qualified by statistical training and practical knowledge of crops. There are—approximately—2,800 counties of agricultural importance in the United States. In each, the Dept. of Agriculture has a special county correspondent, who maintains an organization of several assistants. In the townships and voting precincts of the United States in which farming operations are extensively carried on, the Department has township correspondents, from which monthly reports go directly from the Department. There are 32,000 township correspondents. Finally, at the end of the growing season a large number of individual farmers, and planters report on the result of their individual operations during the year, valuable data are also secured from 30,000 mills and elevators.

Doubtless, the disrepute into which crop reporters, and agricultural scribes in general—and even the government itself—have, in a way, fallen in the eyes of the general public, is due to the dishing up of too much speculative opinion—seasoned by too scant an admixture of facts, and to an unfortunate tendency to turn the searchlight upon every barren spot, and to rivet the attention upon every unsightly plant—making the most of its infirmity. This savor of the unprogressive—carries with it a taint of the Orient and should be—and is—repudiated by the “pushers” of the western world. Our government—to all intents and purposes—puts out a condensed report based upon estimates made by the farmers themselves—leavened by a small percentage of scientifically trained agriculturalists, mill and elevator men. And notwithstanding its acknowledged crude incompleteness is the most reliable and exhaustive crop report put out by any nation in the world.—W. H. Howard of Joseph Weil & Co.

The German drawback system has cost M70,700,000 of the total duties amounting to M277,700,000 on corn, wheat, rye, barley, etc., leaving a net total of M207,000,000, according to Emil Hirsch, pres. of the Mannheim Corn Exchange, who believed that the drawback system, which was intended to help agriculture in that country, is really a detriment, since, he says, the French, Russian and Italian buyers are the ones benefited by it.

Semi-Annual Statement of Iowa Mill Owners Mutual.

The 74th semi-annual statement of the Mill Owners Mutual Fire Insurance Co., of Des Moines, Ia., issued by sec'y J. T. Sharp, shows an increase in assets from \$309,019 on July 1, 1911, to \$378,063 on July 1, 1912, the latter including \$310,772.10 farm loans; \$55,375.14 cash in bank, \$5,434.30 accrued interest, and \$5,981.60 premiums and assessments in course of collection.

Receipts from premiums and assessments during the past six months have been \$94,901.35; from interest \$12,945.10. Expenditures have been \$40,825.60 for losses; \$16,604.49 in premiums returned; \$674.80 in commissions, and \$15,591.45 in running expenses. The losses for the past 6 months have been less than half those of the corresponding 6 months of last year. One loss of \$11,000 is in course of adjustment.

The Ohio Millers Mutual of Canton, O., has applied for admission to Indiana.

“The Fire Hazard Attack on Lumber” is the title of a paper read before the National Lumber Manufacturers Ass'n by Geo. H. Holt of Chicago, alleging that the combustible character of the building material is a negligible hazard and that the greatest hazard is internal construction and care of property.

The Chicago North Western R. R. Co.'s officials are all in favor of the crop improvement work and Pres. Gardner has notified the com'te of the Council of Grain Exchanges that whenever it needs an exhibition train on that road, it can have it. The com'te is now planning to send a seed special thru Wisconsin to demonstrate the value of good seed.

Milwaukee County, Wis., has been making strenuous efforts to qualify for a check from the fund of the Crop Improvement Com'te of the Council of Grain Exchanges, and is ready to meet the requirements. The county farmers recently organized a campaign to gather the necessary funds and their efforts have been crowned with unqualified success.

The first check drawn on the \$1,000,000 fund donated by Sears-Roebuck & Co., for crop improvement work, was made out in favor of the Kankakee County Soil & Crop Improvement Ass'n of Kankakee County, Ill., which is the first county to qualify under the arrangements made for the disbursement of the fund. The check was for \$1,000 and will be used with the county fund raised to hire a county agriculturist for two years, for the improvement of the crops in the county. A check for \$1,000 was also mailed to the Duluth Commercial Club, which has also qualified.

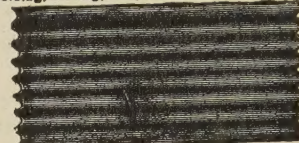
LIGHTNING RODS PURE COPPER CABLE

Approved by the leading Mutual Fire Insurance Companies
Protect your buildings from lightning and reduce your fire risks.

Write for Catalogue and particulars

THE STRUTHERS COMPANY - Peoria, Ill.

GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

HAVE YOU?



GORDON'S
FIRE EXTINGUISHER
PAT. SEPT. 5, 1911

A
GORDON'S
FIRE
EXTINGUISHER
In Your
ELEVATOR?

Then, now is the time you need one—to-day.

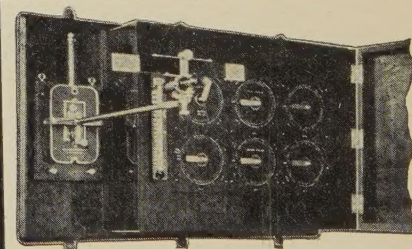
Do away with the old, foul, leaky and cumbersome barrel, throw away the ineffective, rusty and leaky fire pails—and spare a nominal expense now for a big saving later.

A Gordon's Fire Extinguisher contains two buckets in the lid, 50 to 70 gals., of non-freezing and effective fire fighting liquid. Cannot leak, foul, freeze and is always reliable and effective.

Send for circulars.

O. E. GORDON

Rays Crossing - - - Indiana



A Zeleny Thermometer System

does not cost you money.

It pays for itself

in your being able to know the temperature of the grain stored in your elevator bins.

Where the System Saves—

Needless turning of grain, grain that should be turned, but is left to heat on account of guesswork, work, worry and money.

Users tell us and will tell you that they would not be without it. For literature write

Western Fire Appliance Works

542 South Dearborn St., Chicago

WHEN YOU WANT ANYTHING AND DON'T
KNOW WHERE TO FIND IT
WRITE BUREAU OF INFORMATION.
GRAIN DEALERS JOURNAL CHICAGO, ILL.



Salt Water Barrels and Pails for FIRE PROTECTION have saved millions of dollars

BUT

they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away.

WHY NOT

get rid of all this trouble.

OUR PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place inside. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them.

Made of 22 gage galvanized iron, complete with pails and non-freezing compound.

Two Sizes. Let us quote you prices.

CENTRAL FIRE APPLIANCE CO., PEORIA, ILL.

Fire Insurance Companies

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather. \$2.00; cloth, \$1.50.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNIVERSAL GRAIN CODE, bound in flexible leather, 144 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

Organized 1902

Tri-State Mutual Grain Dealers Fire Ins. Co.

Incorporated. Licensed in South Dakota.

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Our members have reduced their insurance cost over 50% in ten years. Statement sent on request.

E. H. MORELAND, Sec.

E. A. BROWN, Pres. V. E. BUTLER, V-Pres.

B. P. ST. JOHN, Treas.

Millers' National Insurance Co.

175 W. Jackson Blvd., Chicago, Ill.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets . . . \$1,703,365.33

Net Cash Surplus and . . . \$1,013,587.24

Permanent Fund . . . \$1,013,587.24

Losses Paid since Organization \$7,673,329.60

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

VEST POCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000. It is printed on ledger paper in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long. Price 50 Cts. Address

GRAIN DEALERS JOURNAL,

La Salle Street, CHICAGO, ILLINOIS



Our Cost Per \$1,000 Per Month

is so low that you cannot afford to close your elevator at night until you have wired us to protect your grain to its full cash market value.

To be relieved of worry, that is to feel that should you have a fire your money invested would not be lost, is worth more than the low price we ask for protection under our short term mutual grain certificates.

If you haven't our quotation let us know. It costs you nothing, but will save you much.

C. A. McCOTTER, Secretary : Indianapolis, Ind.
J. J. FITZGERALD, N. W. Mgr., Sioux Falls, S. Dak.
McCOTTER & SLOAN, S. W. Mgrs., Kansas City, Mo.

INSURE WITH THE

Michigan Millers Mutual Fire Insurance Co.

of LANSING, MICH.

And get, without extra cost, the benefit of their Scientific Inspections of your plant, embracing

Common Hazards, Mechanical Hazards, Electrical Hazards.

Members of Mutual Fire Prevention Bureau.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

Insurance in force - \$15,104,436.83

Cash Surplus - - 353,034.68

GEORGE POSTEL, President

G. A. MCKINNEY, Secretary

Address all Correspondence to the Company at Alton, Ill.

THE AMERICAN FREIGHT AUDIT & STORAGE CO. INCORPORATED

Rooms 57-8, 39 West Adams Street

Tel. Harrison 8319

CHICAGO June 25, 1912.

To The Grain Trade.

Gentlemen: Owing to the great increase in our grain business, we have established a department for the handling of grain claims under special management, experienced in terminal and traffic conditions affecting grain shipments.

Our facilities for handling grain claims are complete, and we can secure for you, prompt settlement of any legal claim for loss, damage or freight overcharge.

An elaborate investigation recently completed by this company in Western territory, disclosed evidence of vast sums due grain shippers, covering the past five years. We would like an opportunity to check up your business with common carriers, there being no expense to you, unless we can effect payment of claims.

The methods of this company are clean, square and above board and will bear the closest scrutiny. Send us your card and we will mail you a proposition which you can examine at your leisure. No matter how large or small your business, we want it.

Sincerely yours,

THE AMERICAN FREIGHT AUDIT & STORAGE CO.



Manager.

The Most Economical Method of Handling Grain

And to convey over long distances or elevate to any height, where ordinary conveyors are impractical, is by : : : : : :

AIR

The Pneumatic Conveyor

Will handle, either by suction or pressure—as the case may be—from 20 to 400 tons per hour in the simplest and most economical way.

NO DUST

No Machinery to Break Down.

NO REPAIRS

The least help required.

Low Cost of Installation and Operation.

Suction Unloaders for Cars and Boats

In use in the largest grain shipping ports in Europe for nearly 30 years.

We have 25 years' experience, and are ready to furnish plans and estimates to meet any conditions.

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INCORPORATED

340 OLD COLONY BUILDING
CHICAGO

WELLER-MADE

Car Loaders —ALL STYLES

Weller Flexible Car Loading Spouts have chain connections and open and close as shown. If you want them with link connections we can furnish those too.

We supply all kinds of equipment for cutting down handling costs in elevators and mills. Grain Feeders, Distributors,

and Distributing Spouts, Power Shovels, Scoops, Elevator Buckets, Spiral and Belt Conveyors, etc. Write for a copy of our No. 20 catalog which gives complete descriptions.

Weller Mfg. Co.
CHICAGO



Your dust saved "DAY-LY"
Will daily save your "DUST"



Mr. Elevator Or Mill Owner

You cannot afford to be without a dust collecting system. Think of the risk you are taking, loss of life, loss of money and business, for the small cost of the installation of an absolute preventive, the

Day Dust Collector

Superior to all. More and better work. Storm and spark proof. "Day-ly" Efficiency. Let us send you particulars.

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